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LEHIGH AND NEW ENGLAND

by ED CRIST
with JOHN KRAUSE

THE LEHIGH AND NEW ENGLAND RAILROAD

by Ed Crist
with John Krause

To Donna, James, and Tina

Carstens
PUBLICATIONS, INC.
P.O. Box 700
Newton, New Jersey 07860

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Edited by Frederick A. Kramer

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Gene Collins

FRONT COVER:
Another trek to Pen Argyl and the anthracite region beyond has just begun. A gleaming No. 701 growls out of Maybrook in the early months of 1954. Gene Collins

INSIDE FRONT COVER:
The 307 pounds eastward with fifty-five cars at Haleville in a fascinating nebula of smoke and steam just two weeks after the bombing of Pearl Harbor. Bob Collins

INTRODUCTION

The idea for a book on the Lehigh & New England began a few years ago when the authors undertook their book on the Susquehanna. The joint trackage of the two roads suggested treating them in a single book, but it quickly became apparent that it would be impossible to do justice to either road in the space allotted. Initially we were concerned about finding the material for the book, for the L&NE had not been receptive to visitors on their property and many of the oldtime photographers shied away from the road. Our fears proved groundless, for we were to find that a great many people had visited the road over the years and that there was a considerable pictorial record of the line.

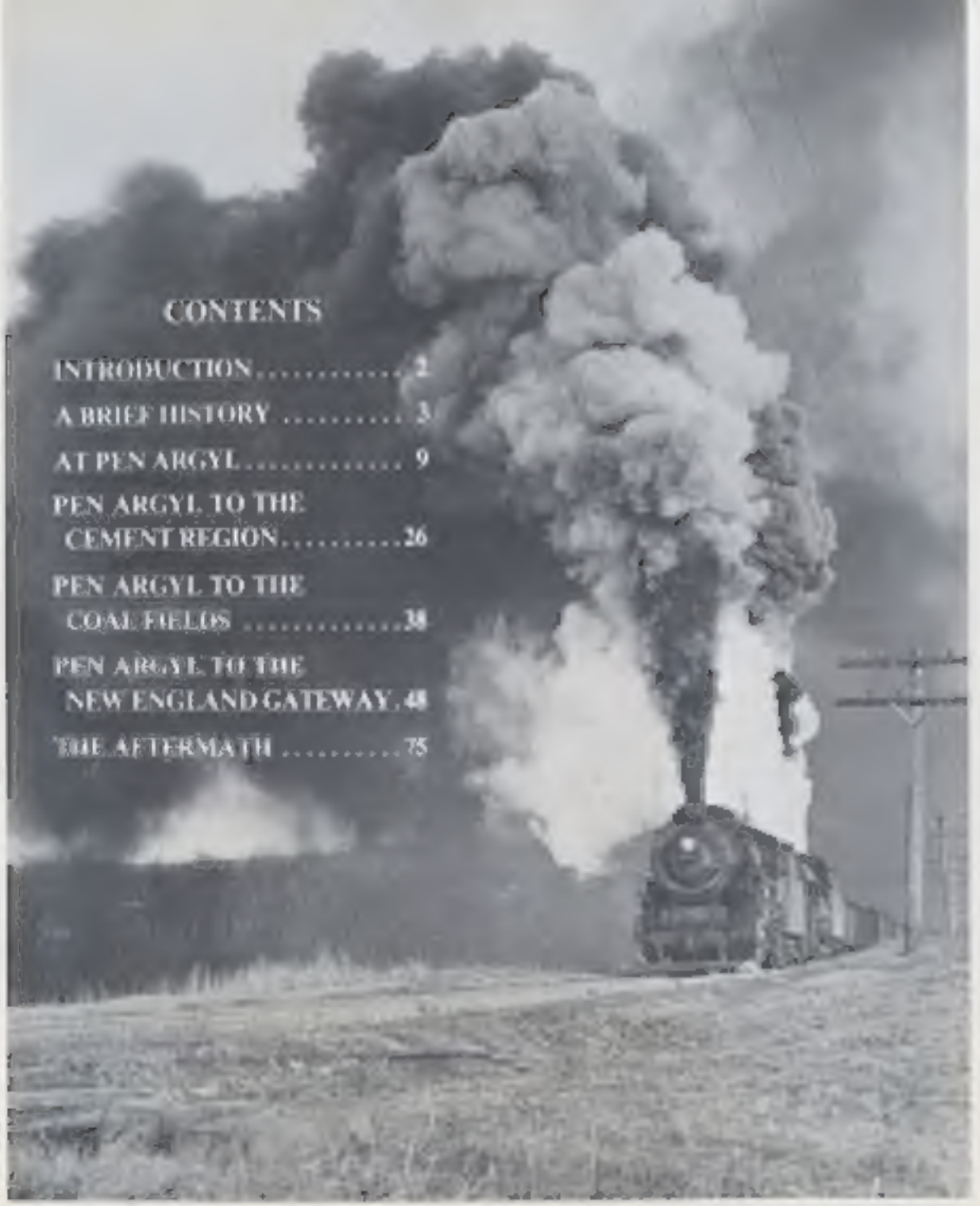
As the case has been with nearly every other book we have done, our first stop was veteran dispatcher Bob Collins, who followed the road in the late 1930s and 1940s. Susquehanna maintenance supervisor John Treen had seen plenty of the L&NE as a Susquehanna conductor working to Hainesburg on the joint track. Hal Carstens visited the L&NE in the postwar years and again in the last few years of operation. During a phone conversation with artist Howard Fogg, an offhand mention of the L&NE disclosed the fact that Howard had visited the road in 1948 for the American Locomotive Company and had photographed the very brief co-existence of steam and diesel on the road. Former New Haven superintendent Sam Fredericks visited the road on its first fantrip in 1938. Photographer Rod Dirkes visited relatives in the L&NE's territory during the mid-1930s when he was just beginning in the hobby of photography, and his photos are some of the earliest scenes on the L&NE that we encountered.

One of our sources of information was Craig Ealey, a native of Pen Argyl whose father worked for the road. He in turn introduced us to Sherwood Singer, a former L&NE engineer now running for Conrail on portions of the old L&NE track. Sherwood was able to elaborate on many of the photos and gave us a much better perspective on the entire road. Another railroader, retired CNJ engineer John Scharle, also contributed photos, anecdotes, and little-known facts about the railroad. Many of the photo contributors are familiar names from our other books and are representative of the many people that it takes to make a work like this: Bill Price, Marv Cohen, George Krumm, and Jim Shaughnessy. Many old friends pitched in: Fred Springer, Jay Diamond, and *Railfan and Railroad* editor Jim Boyd. New faces appeared to add spice to the pot: Gene Collora and Norm Cole. As they have so often in the past, the industry people graciously lent a hand. The Lehigh-Dodgson Company, successor to Lehigh Coal & Navigation, made a rare contribution of their entire corporate record of the canal, mining, and railroad operations to the Commonwealth of Pennsylvania. The archivists of the State Historical and Museum Commission have done an excellent job of cataloguing and maintaining the collection and were most helpful. Officials of the Lake Superior & Ishpeming and the Boston & Maine Railroads both assisted in tracking down the disposition of some of the L&NE's equipment.

All in all, researching the book provided a lot of fun despite the hard work involved. New friends were made and new facts uncovered. We hope that we've shed some light on a road that was largely unremarked upon in its own time. We also hope you will enjoy discovering, as we did, what was remarkable about the Lehigh & New England.

EDWARD L. CRUZ

JOHN B. KRAUS



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Bob Dalton

A BRIEF HISTORY

The Lehigh & New England sprang from diverse origins and did not follow a linear path of development such as we associate with other roads. The seed of the L&NE was planted in 1871 when plans were laid for the great bridge across the Hudson River at Poughkeepsie. An engineering triumph in itself, the bridge was more than that: it was a pivotal river crossing that would influence railroad construction for a hundred miles on either side. It is hard for us to appreciate today what an awesome adversary Nature was to the nineteenth century builders, and the conquering of a great natural barrier such as the Hudson immediately stirred the imagination of entrepreneurs east and west.

Located ninety miles north of New York City, the Poughkeepsie bridge linked New England to the west, bypassing the city's congestion. What would eventually become the L&NE began as a grand scheme to build a trunk line from Harrisburg to Boston via the bridge. In the fall of 1872, as plans for the bridge were being finalized, the South Mountain & Boston was organized under a variety of corporate titles and state charters. The new company was backed by the Pennsylvania Central Railroad, later the Pennsylvania Rail-

road, which stood to gain immeasurably by a connection from the Keystone State to New England. Two fatal flaws in the plan developed from the start. First, the South Mountain & Boston faced frequent and bitter competition from a host of other companies with the same general plan in mind, all vying for the limited number of practical routes. Second, and perhaps more seriously, the project was never to be blessed with the charismatic "empire builder" type of person. Such people often carried other roads through their early days of construction on what seemed like sheer willpower alone, but such a person would never appear in the L&NE's history.

Almost immediately after incorporation, the South Mountain & Boston began grading at Rockville, near Harrisburg, on a route to Slatington on the upper Lehigh River. From Slatington, the new company intended to build eastward to the Delaware River at Portland and thence through northern New Jersey and into New York to reach the Poughkeepsie bridge. Construction began at Blairstown in New Jersey on a line extending north and south along the base of the Kittatinny Mountains in 1873, just as the money panic of that year struck. The Panic of 1873 brought railroad construction all over the United States to a grinding halt. The South Mountain carried on valiantly until 1878, building in dribs and drabs, when construction finally halted. In the interim, the Berks County Railroad, a predecessor of the Reading, had already reached Slatington and made that portion of the South Mountain redundant. As a result, the 44.5 miles of line from Rockville to Slatington, already graded, was never railed. The exact disposition of the South Mountain's charter was unclear, and in later years various groups came out of the woodwork claiming to own the charter.

Tom Fredericks

The Lehigh River valley is seen from the L&NE right-of-way just west of the Lehigh Gap bridge. The canal is adjacent to the river, a bridge carrying the canal over the mouth of Aquashicola Creek and a lock from which the canal exits into the river. The Lehigh Canal was one of the few canals in the east that employed substantial parts of a river for navigation. Behind the canal aqueduct stands the girder bridge for the Jersey Central main line.

From 1878 to 1882, a number of short-lived companies attempted to take up where the South Mountain had left off. They accomplished little, save to enrich the lawyers involved. Finally in 1882, the Pennsylvania, Slatington & New England emerged from the confusion and got construction in Pennsylvania and New Jersey underway again. But by 1885, construction had halted and the company lay dormant in receivership. It was sold under foreclosure in April of 1887 to new owners who reorganized as the Pennsylvania, Poughkeepsie & Boston. The PP&B finally got the show on the road and construction began in earnest, with both the Lehigh and Delaware Rivers being bridged in 1889. The PP&B made one last gesture at building to Harrisburg and even surveyed a route parallel to the old South Mountain grade, but gave up in a short time and the old dream of building to the state capital finally died.

In August of 1889, the Poughkeepsie bridge was finally opened for service and in January of 1890, the Pennsylvania, Poughkeepsie & Boston commenced operation. Connecting with the Reading at Slatington and the Central New England & Western at Campbell Hall, the new Poughkeepsie line did offer Boston-Harrisburg service, although not

on the grand scale originally envisioned. It was difficult to pull in enough money in the first year of operation to cover the construction costs, and like many other roads, the PP&B found itself in receivership the following year. The Philadelphia & Reading eagerly stepped in to lease the property and thus further their grand plan of controlling the entire anthracite industry from mine to consumer. The Panic of 1893 put the overextended Reading itself into receivership, forcing it to give up the lease of the PP&B. The Lehigh Valley then conducted Pennsylvania operations and the Susquehanna handled operations in New Jersey and New York.

The Poughkeepsie was sold in December of 1894 to the first mortgage holders, who organized the Lehigh & New England Railroad on April 2, 1895. Three weeks later, the old PP&B was sold to the new L&NE. The leases were wisely continued to allow the new company to make improvements, buy equipment, and gain financial strength. On January 1, 1897, the Lehigh & New England assumed operation of its own line. With the new company on firm footing, service was expanded with a network of branches to serve the older slate and limestone quarries as well as the new and burgeoning cement industry. Among these lines were the Glenwood Branch, the Nazareth Branch, and the Martins Creek Branch.

On May 9, 1904, the most important event in the company's history took place. Control of the Lehigh & New England was obtained by the powerful Lehigh Coal & Navigation Company. The L&NE's new owner had roots going back to the very birth of the anthracite industry. In 1791, anthracite was discovered at what is known today as Summit Hill, in the upper reaches of the Lehigh River valley. The ability of hard coal to burn was more rumor than fact at the time, and it would require twenty years of dogged salesmanship before anthracite would displace charcoal as the favored fuel of furnaces and forges. The Lehigh Coal Mine Company was formed in 1793 and rudimentary mining was begun, but with no markets and no transportation, there was little demand for the coal. To encourage use of this new fuel, the owners went so far as to scour the countryside on horseback in search of people who would accept free samples.

Little by little, coal began to find favor with the industrialists of Philadelphia. Two such men were Josiah White and Erskine Hazard, owners of a nail factory, but they became dissatisfied with high prices and unreliable sources of hard coal. These men leased the Lehigh Coal Mine Company in 1818 and, wasting no time, organized both the Lehigh Coal Company and the Lehigh Navigation Company that same year. Realizing that transportation was the key to successful marketing, they conducted their famous survey of the Lehigh River. The problem with the river was its shallow depth in many places. White, a mechanical genius, solved the problem by damming the side creeks and installing "bear traps" or sluice gates, which would release the dammed water suddenly, creating an artificial freshet to carry the loaded boats over the shallow waters. To further improve transportation, White built new roads from Summit Hill to the head of navigation at Mauch Chunk.

In 1820, White and Hazard merged the two operations as Lehigh Coal & Navigation and formally incorporated the company two years later. Coal tonnage continued to increase, but spring floods on the river caused considerable damage and required expensive repairs each year. White finally decided that a canal was the answer. Construction of the Lehigh Canal from White Haven to Easton began in 1827 and was completed in 1829.

Coincident with construction of the canal, Lehigh Coal & Navigation got into the railroad business. In place of the road from Summit Hill to Mauch Chunk, White constructed the Mauch Chunk, Summit Hill & Switchback Railroad. Switchback tracks, known as "planes," crisscrossed both sides of Nesquehoning Mountain; mules pulled the cars up the planes while gravity was used for the descent. In later years, additional tracks were added and the mules were replaced by stationary hoist engines. The boring of Hauto Tunnel in 1872 put the switchback out of the coal hauling business, although it carried tourists until 1933.

Severe floods damaged the canal in 1840, but it was quickly rebuilt. However, the floods of 1862 were even more devastating. Initial repair work was concentrated downriver from Mauch Chunk, but when the company attempted to rebuild from Mauch Chunk to White Haven, the state legislature passed laws against dams on the upper Lehigh. It was felt that the failure of the feeder dams had been responsible for the damage and loss of life incurred during the flood. Instead of a canal, the legislators suggested a railroad from White Haven to Mauch Chunk. A proposed connection with the fledgling Lehigh Valley Railroad at Mauch Chunk fell through, and the company elected

Rod Larkin

Three abandoned towboats of Lehigh Coal & Navigation are tied up in the canal at Lockport, downriver from Lehigh Gap. Building of the Lehigh & Susquehanna Railroad in 1867 effectively supplanted the canal, but active navigation continued well into the twentieth century. Scattered parts of the canal were still in operation until the spring of 1942 when disastrous floods finally closed it completely.

to build a rail line all the way downriver to Easton. This was the Lehigh & Susquehanna, opened in 1867 and leased to the Jersey Central in 1871.

In 1867, the Lehigh Coal & Navigation Company took over the Lehigh & Lackawanna, a small line begun in 1862 as the Bethlehem Railroad. The L&L ran from Bethlehem to Bath, but had graded to the slate quarries at Chapman. Rail was laid and the property was leased to the Jersey Central. The line was not extended to Wind Gap until 1878. Then, to fulfill its charter privilege of reaching Stroudsburg, the underlying L&L organized the Wind Gap & Delaware. The WG&D reached Pen Argyl in 1879 on a line that paralleled the existing tracks of the Pennsylvania & New England. When the WG&D attempted to continue toward the Delaware River, it got into a battle royal with the P&NE's successor, the Pennsylvania, Slatington & New England. After ripping up each other's tracks and fighting in court, the railroads reached a settlement: the PS&NE granted operating rights to a point established as Bangor Junction where the WG&D built its own branch into Bangor. A final attempt to reach Stroudsburg produced a five mile line to Saylorsburg in 1887.

Shortly after acquiring the Lehigh & New England in 1904, the LC&N took both the Lehigh & Lackawanna and the Wind Gap & Delaware back from the Jersey Central and formally merged them into the L&NE.

One other development played a pivotal role in the story of the Lehigh & New England. The background originated in the canal days of the 1830s. The Lehigh Canal made connections at Easton with both the Delaware Canal south to Philadelphia and the Morris Canal east to New York City, thus giving LC&N outlets to the country's two major cities. In 1882, the Lehigh & Hudson River Railway was formed by the merger of smaller companies. Extending from Belvidere to Greycourt, the new L&HR, together with the Pennsylvania and the Erie, formed a continuous rail route from Easton to the Hudson River carfloats at Newburgh. After being floated across the Hudson, coal cars could be conveyed to Boston by the New York & New England Railroad, a shipping pattern that began in 1885. To protect its access to this new market, the LC&N obtained a controlling interest in the L&HR. Opening of the Poughkeepsie bridge in August of 1889 merely dispensed with the car floats and solidified the L&HR as a vital link in the all-rail route to New England.

With a vested interest in a bridge line to New England already secured, the question arises as to why LC&N would buy control of the L&NE. It is important to remember that railroad influence and power was at its peak shortly after the turn of the century. The New Haven, having already gained virtual control of New England, was looking to expand west. In 1903, it tendered an offer to LC&N to buy a controlling interest in the L&HR. The L&HR's connections were horrified at the New Haven's expansionist move. They promptly stepped in, bought the L&HR stock themselves, and divid-

ed ownership so that no one line could ever gain control. The exact maneuvering behind the scenes may never be known, but apparently the LC&N went after the L&NE because it would preserve access to New England and provide the potential of its own all-rail route from mine to consumer.

After taking over the L&NE in 1904, the LC&N began a program of steady and continuing improvements to the property. New locomotives and equipment were purchased, the right-of-way upgraded, and bridges strengthened—all to handle the heavier volume of traffic. In 1910, construction began on the Tamaqua Extension, a 32-mile line that left the old main near Danielsville and extended west to the coal fields at Tamaqua. The coal company's Panther Creek trackage from Tamaqua to Hauto was merged into the L&NE shortly after completion of the Tamaqua extension in 1912. In 1913, a new line was begun from Crane Junction on the Bethlehem Branch west to Catasaqua for connection with the Reading and the Lehigh Valley. Industrial trackage was incorporated into the new line in the form of the Crane Railroad, the switching line of the Crane Iron Works in Catasaqua. Over the years, the industrial line had grown to include a bridge across the Lehigh River to West Catasaqua and a tunnel under the village of Catasaqua to the east. As the branch was being completed in 1914, another new line was built from the east end of the bridge at Lehigh Gap north to the New Jersey Zinc Company at Palmerton. In 1915, the L&NE's last extension was made when the Panther Creek line was extended from Hauto down to Nesquehoning. Upon completion of these branchlines, the L&NE had crisscrossed the eastern Pennsylvania mineral belt, handling coal, slate, limestone, ores, and cement.

Rod Dunbar

At first glance, this scene resembles a pastoral waterfall, but closer inspection reveals that it is indeed a bridge carrying the canal over a side creek near Lockport. Too often we remember only the vices of the nineteenth century builders of the canals and railroads and forget their ingenuity and perseverance in overcoming the obstacles that faced them.

Beginning in 1914, the L&NE undertook a complete rebuilding of its facilities at Pen Argyl, a project that would be completed in 1917 just as the United States entered the First World War. The war brought government control and a bungling bureaucracy to the nation's railroads, but the L&NE seemed to fare a little better than most lines. The prosperity of the 1920s saw continued improvements to the road in the form of new and heavier locomotives that began to supplant the road's previous reliance on Camelback 2-8-0's. In 1925, Arlington yards and engine terminal were constructed near Tamaqua to handle the increasing coal business. In 1928, new facilities were built east of Bath at Tadmor to handle both the growing cement business and the increase in soft coal traffic from the Jersey Central at Bethlehem.

The prosperity of the 1920s came to a crashing end as the country was thrown into the Great Depression. Unfortunately, the Depression came just as gas and oil were beginning to replace coal for home heating, and later Depression-spawned strikes in the coal fields created even further woes for both the parent coal company and the railroad. The L&NE certainly did not take the economic problems of the 1930s lying down. In 1930 the parent company organized the

Lehigh Navigation Coal Company to take over the coal mine operations and separate the mines from both itself and the railroad. Despite a shortage of cash, the road purchased additional Decapods and modern 6-wheel and 8-wheel switchers. An innovative program was begun in 1932 at Pen Argyl shops to rebuild coal hoppers into covered hopper cars for bulk cement loading. Transporting cement in bulk was considerably cheaper than handling bagged cement in boxcars. But despite economy measures, the 1930s brought the inevitable service cutbacks as the Nazareth Branch, the Saylorsburg Branch, and the old main line to Slatington were abandoned. The L&NE's token passenger service was lopped off also in 1938 and 1939.

The outbreak of World War II increased traffic considerably as the L&NE joined in the all-out war effort. The war took its toll on the aging Camelback Consolidations and, by the war's end, the steam fleet was largely reduced to the modern Consolidations, Decapods, and switchers. In early 1947, the road tried out an ex-Army 650-horsepower Whitcomb switcher at Martins Creek to see what diesels were all about. Pleased with the tests results, the L&NE ordered FA cab units from American Locomotive Company in the latter part of 1947. The FA's began to arrive in May of 1948 and were followed during the next year or so by RS-2 and S-2 switchers. In December of 1949, the L&NE proclaimed itself completely dieselized.

As the decade of the 1950s began, the Summit Hill and Nesquehoning Branches in the hard coal belt were abandoned. Anthracite loadings had been in steady decline since 1944, and even the economies of strip mining could not contain the losses. As the Fifties wore on, the L&NE made a study of abandoning its own Maybrook line in favor of a bridge over the Delaware River near Martins Creek that would allow the L&NE to use running rights over the Lehigh & Hudson River. As these studies were being made, a new bulk cement truck was introduced that made the road's last profitable commodity vulnerable to truck transport.

Although the L&NE had avoided the quagmire of bankruptcy that had mired down so many other Eastern roads, it was obvious that they were going down. Apparently the parent company could see no point in dragging it out to the bitter end. In the spring of 1960, officials of various connecting roads toured the property and assured everyone that the viable portions of the road would continue to be operated. Two months later, in June of 1960, the railroad applied to the ICC for permission to abandon the entire line. At the same time, the Jersey Central formed the Lehigh & New England *Railway* for the purpose of buying and operating part of the L&NE. The Jersey Central was the obvious choice since all of their Pennsylvania trackage was already leased from Lehigh Coal & Navigation. Satisfied that the important parts of the road would continue to operate, the ICC approved the road's petition and October 31, 1961 was set as the official date for the end of operations.

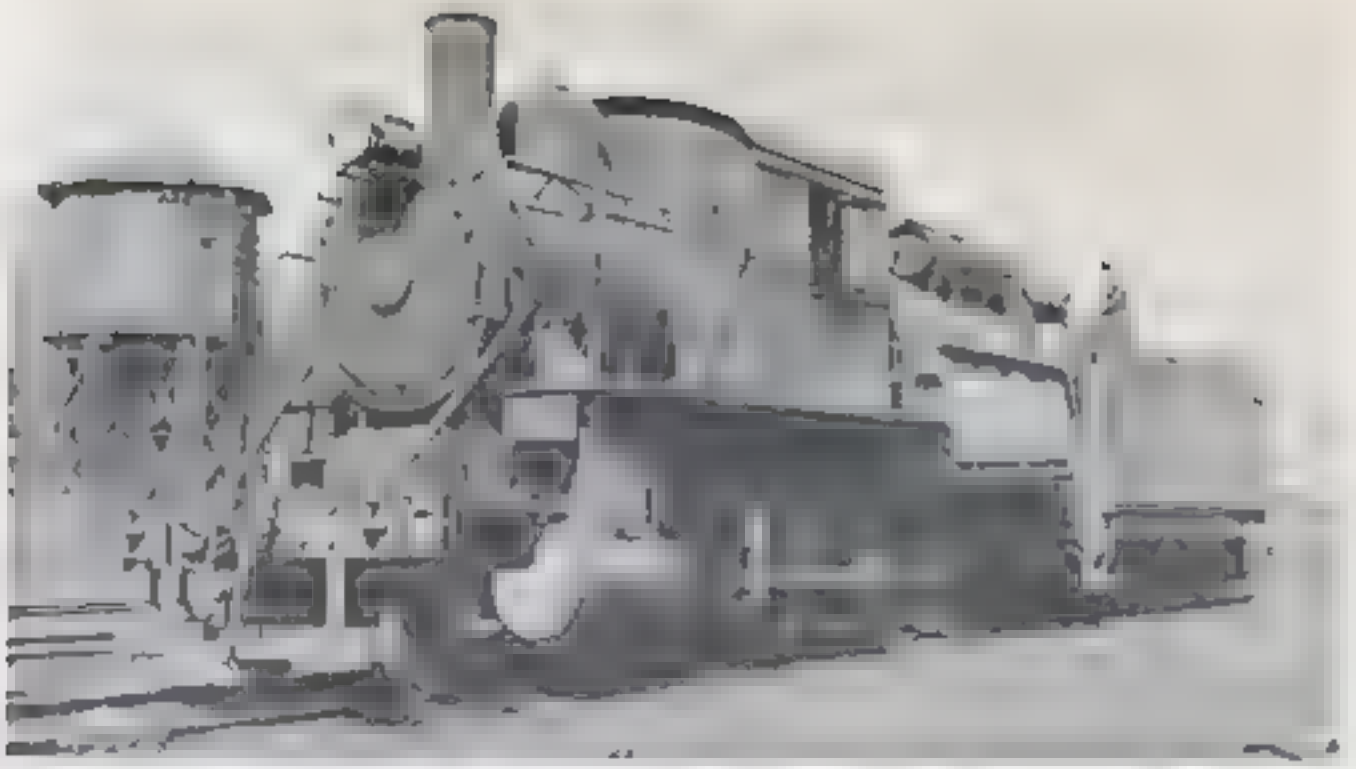
Even before the final day came, locomotives and cars had already been sold, and the Pen Argyl shops were busy repairing and repainting them for new owners. Operations continued right up to the final day and then, abruptly, it was all over. On the following morning, Wednesday, November 1, 1961, the new L&NE Railway took over operations on the Bethlehem, Allentown, Catasaqua, and Martins Creek Branches, as well as the track from Tamaqua to Hauto. Operations were based at Tadmor and Arlington respectively. The Erie-Lackawanna took over a small piece of track from Pen Argyl to Wind Gap, and the Jersey Central assumed switching operations in Catasaqua itself. Pen Argyl yards sat filled with cars and locomotives, all awaiting prospective buyers. In the spring of 1962, the Salzberg interests began scrapping operations on unused parts of the line.

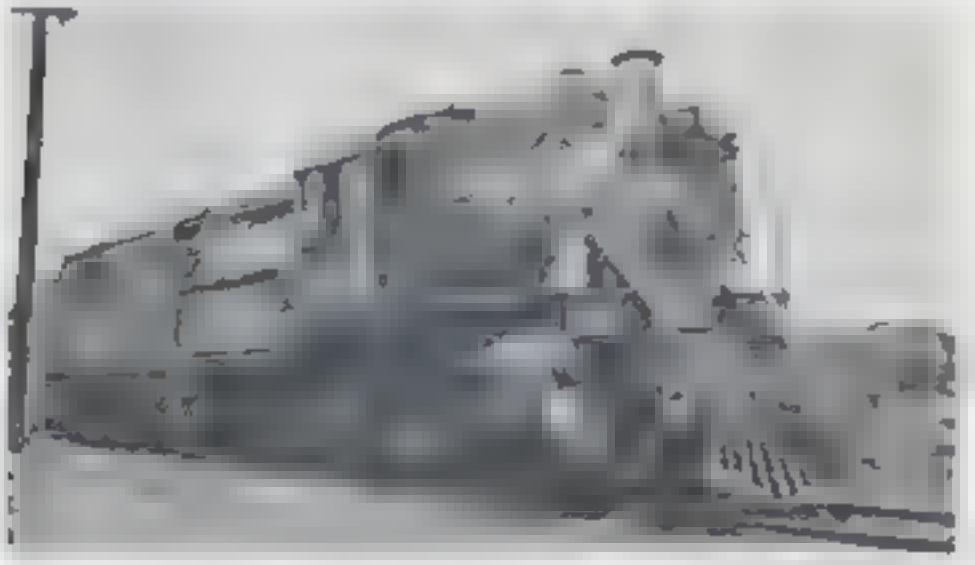
Reportedly, the sale of the L&NE and its assets netted more than $6 million for the parent company, hardly the picture of a busted and broken-down pike being finally sold for junk. Despite the decline in loadings over the years, the property had been consistently maintained and most if its equipment was comparatively new. CNJ operated the L&NE trackage until 1974, when they pulled out of Pennsylvania and transferred operations to the Lehigh Valley. Two years later, in April of 1976, both roads became part of Conrail which continues to operate most of the lines.

The L&NE always operated under the handicap of being merely an extension of an industrial operation, much like the steel roads to the west of it. But a closer examination yields an array of fascinations that gives the road a color and a character that are totally unexpected. Come along on a trip over this pike, a railroad that was not well-known and certainly underrated in its own lifetime. There are pleasant surprises in the diversity that was to be found behind the "fried egg" insignia of the Lehigh & New England.

AT PEN ARGYL

The Lehigh & New England radiated from the central hub Pen Argyl in three directions making this terminal a natural choice for starting a study of the road and its equipment. In 1938, the L&NE hosted a Railroad Enthusiasts special that reached Pen Argyl over the Lehigh Valley's main line from Jersey City, its Easton & Northern Branch, and the Lackawanna's Badger & Portland Division, [illegible]. The 502, a heavy 2-8-0, strikes an impressive pose for the fans as it stands on the ready track ahead of the special's cars. A switchman heads for the Ramapo low stand to bend the iron for the approaching [illegible] a task that will be made easier by that long [illegible] pipe hooked over the switchstand handle. [illegible] the 111 a heavy 0-8-0 switcher dating from 1904 has uncoupled and grabbed the rear of the consist to switch it out. Coming in Pen Argyl on the 111 & W pointed the consist east and the train had to be reassembled in head west to Tamaqua [illegible]. While the consist was being switched the special's locomotive was serviced and turned. Lehigh Valley's 486 had a wide Wooten firebox draped over the trailer wheels giving the 2-8-2 an ungainly look. Doubtless this meant little to the L&NE men whose own roster contained hogs that were less than classic in form.





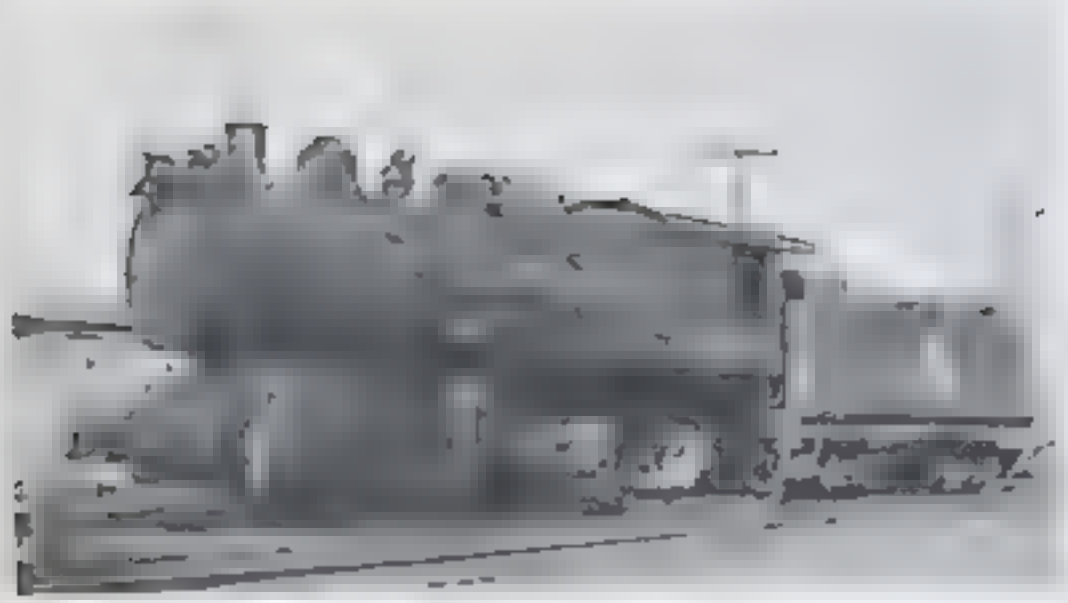
For nearly all eastern coal roads the L&NE had a more dramatic demand by Consolidation types n fact, over half the L&NE's motive power was of the 2-8-0 type o an outlander the ungainly Camelback has never looked quite right with wide fireboxes and abs astride he footer ho the were an eastern institution. No. 27 was a part of a group of eight Camelback 2-8-0's purchased from Baldwin in 1906 and 1904 The wide Wootten firebox for burning anthracite to particulars pr duction in the 1946 photo at Pen Argyl Though many of the locomotive classes disappeared in the late 1940s and early 1950s No 27 existed to the end of steam Besides No 27 the L&NE had three other heavy Consolidations Nos 2941 built in 1911 by weighing about four tons more The company went back to Baldwin between 1911 and 1913 to purchase the Lackawanna version of the new engines. Nos 3440 were lighter and less powerful than those that had gone before them although they too looked similar

The L&NE's roster was full of anomalies and No 58 seen here at Pen Argyl in the late 1940s Special Engines 54 59 were originally built by Baldwin for parent Lehigh Coal & Navigation's Panther Creek line near Tamaqua After they were sold to the L&NE in 1914 No 58 was chosen for rebuilding in 1916 that put the engine in its own class and allowed it to survive until 1945 outlasting the others in its group by a half dozen years Though built the same year as No 57 the 58 was bigger and more powerful than its contemporaries

The 151 and sister 152 (ex 32 and 33) were built in 1[illegible] by Baldwin as the Lackawanna electrification was being pushed to completion. They were by far the heaviest 4-wheel 2-8-0's on the road and would be joined a few years later by the equally heavy 153 and 154 class. No. 151 fresh from a 1947 visit to the backshop gleams in a fresh coat of black [illegible]. Ten years hence the 151 stood begrimed and little worn on a siding near the roundhouse. In December of 1947 the 151 made her last trip to the Harbor, not on the head end but as a consignment to Bethlehem Steel.

The crew of 111, working the hump, poses obligingly. Nos. 111-115 were Baldwin-built in 1914 and 1915. A few years later, Nos. 111-113 were equipped with superheating, Economy valve chests and Walschaerts gear, whereas Nos. 114 and 115 came factory-equipped with superheating and outside motion and piston valves in place. Apparently pleased with its new power, the road went back to Baldwin in 1916 to pick up four more switchers, basically identical but with a little more power.

The 122 takes a drink at the Pen Argyl water column in April of 1948. Bearing a strong resemblance to the earlier 2-8-0's, she is indeed a slightly heavier version of the same design and equipped with a larger tender. The 120-122 class holds the distinction of being the last Camelback locomotives constructed in the United States. When delivered in September of 1927, they created a minor furor at the ICC offices where it had been assumed that everyone had given up on Camelback construction. An ICC order then forbade further center-cab construction but it would be another three decades before the last of the breed vanished.



The six-coupled switcher was a comparative rarity on the L&NE's roster. Over the years, the road owned only five, none of them Camelbacks. [illegible] No. 206 was built in the early part of 1931, but the slide valves and style of construction make it look much older. Perhaps Baldwin dusted off an old design to hold the cost down; yet the little switcher had more tractive effort than most of the older 2-8-0's. The 206 was built specifically for service on the Catasauqua Branch to replace two older 0-6-0's built for the Crane Railroad whose trackage was incorporated into the branch. The tight curves along Catasauqua's Front Street would not allow anything bigger than an 0-6-0, and even they had blind flangers on the center drivers. (BELOW) At the Depression deepened in 1931, the L&NE went back to Baldwin for Nos. 134-136, 0-8-0's that were built concurrently with the last two 206's on Dec. 29 records. The 135 is seen here at Pen Argyl on May 10, 1940, in a classic side-down portrait that captures the immense bulk of these switchers.

The 305 enters the east end of Pen Argyl yards with a westbound train of 36 empties. The buildings looming in the background are silk mills, part of an eastern Pennsylvania industry first nurtured by Benjamin Franklin. The train passes the site of the original shops and enginehouse that were replaced between 1914 and 1917 with new facilities located west of this spot. Engines 301-307 were built by American Locomotive at Schenectady in 1922 and 1923. During 1929 and 1930 Bethlehem tender boosters were added to jack the tractive effort up to an impressive 83,320 pounds.

The 402 stands ready at Port Argyl in November of 1946, apparently fresh from the shops. The 401 and 402 were Baldwin-built in 1927 as near duplicates of those designed to replace compound 2-6-6-2's on heavy grades of the Western Maryland. The L&NE apparently felt these 2-10-0's were the answer to the Summit grade. Although the 400's were not quite as heavy as Western Maryland's, the addition of Bethlehem tender boosters in 1928 increased tractive effort to 106,200 pounds, making them the most powerful Decapods in the country. The Bethlehem booster was a refinement of the original M&I booster, a device whose name is a compound of John Muhlfeld and Ivonor Loree. Muhlfeld and Loree developed scores of locomotive improvements, including America's first articulated locomotive. After developing their tender booster and producing it for a time, they sold the patents to Bethlehem Steel who continued to market the device through the 1920's and 1930's.

Throughout 1941, L&NE purchased four L-1s Mikados of various vintages from the Pennsylvania Railroad. Built by Baldwin and the Juniata shops, the 2-8-2's were highly regarded by the L&NE men for their power and smooth riding, for these were the only locomotives on the roster with a trailer truck. They also sported trailer boosters and strain and signal lines. In this May, 1949 view, the 503's active days are over.

By 1948, caboose 514 and three other four-wheel bobbers were in maintenance of way service, shorn of their cupolas. The origins of the 502-524 class of four-wheelers is unknown, although records of the New York Ontario & Western show the sale of eight cabooses to the L&NE in 1918 and 1922. After abandonment one such caboose survived on the Wanamaker, Kempton & Southern, a Pennsylvania tourist operation.

L&NE's big, boxy eight-wheel cabooses came in two series. The 550-569 class, actually containing only 15 cars, had steel underframes. The 571-578 class was newer, having been built in the late 1920s and early 1930s at Port Argyl. After abandonment six of the 570's and four of the 560's were sold to the Boston & Maine.

The 501-584 class consisted of steel cabooses built by the Reading Railroad in its own shops to a standard design it introduced in 1930. The Reading, which built similar cabooses for the CNJ and L&HR, also loaned its plans to the Lehigh Valley and the Western Maryland for their use in making their own. The cars were equipped with Duryea underframes, the first cushioned underframe pioneered by the automaker in the late 1920s.

Snow plow 603 stands at Pen Argyl in March of 1960, bearing evidence of her latest battle with ice drifts and packed cuts. L&NE fielded two plows both products of the Russell Snow Plow Company whose famous operation in Ridgway finally succumbed in 1952. Disposition of the 603 is unclear although it is believed to have been scrapped. The 607, an older plow stationed at Fadmot, was retained after abandonment by the new L&NE Railway. It eventually wound up in storage at Bethlehem, having mysteriously acquired the number 153 somewhere along the way. It fell to Conrail to perform the *coup de grace* by demolishing the old plow with a front end loader.

L&NE purchased three locomotive cranes, Nos. 694, 695, and 699, in the early 1950s from American Hoist & Derrick. The self-propelled diesel cranes were used for light wrecking, adjusting loads and maintenance of way. Thus typified the way L&NE continued to invest in equipment through the early 1950s despite the decline in coal loadings.

L&NE never ran many passenger trains. What few it did run be characterized as accommodation trains operated to provide token service and forward the mails. There were only three short runs: Tamaqua-Summit Hill-Hauto, Swartswood-Susses-Goshen, and Bethlehem-Pen Argyl. In 1926, the road purchased gas-electric car No. 90 from the J. G. Brill Company of Philadelphia for the Tamaqua run. In 1928, Brill supplied No. 91 to handle the run out of Swartswood. Rising use of automobiles eroded what little patronage the trains had, and both the Tamaqua and Swartswood runs were pulled off in 1937. Bethlehem trains continued to run with conventional equipment until they too came off the following year. The gas cars lay at Pen Argyl until December of 1939 when they were sold to the Southern New York Railway, a 55-mile interurban line which bought the cars to help in the scrapping of most of its trackage. The SNY did not even bother to register them.

TOP 1682: Coach 687 sits at Pen Argyl on December 2, 1933, relegated to service as an outfit car. This is the standard Pennsylvania Railroad design of 1893, one that was used on many of the smaller railroads throughout the East. Coaches were numbered in to 20 and combination cars from 2 to 7 prior to being renumbered in the 1930s.

Coach 756 was also a standard PRR design, but one that dated from 1899. It is seen here in maintenance of way service in 1940.

Combination car 750 poses in front of the transfer table at Pen Argyl on October 23, 1934. This car was one of several purchased from the New Haven in 1934 to protect the Bethlehem-Pen Argyl service and appears to be one of the New Haven's standard cars from the first years of this century.

ABOVE: In 1938, Col. Tim McCoy's Real Wild West Show went broke at Bethlehem. L&NE seized the equipment to pay the bill for siding rental, even though the Bethlehem-Pen Argyl service was about to end. Apparently the cars were early Pullman tourist sleepers converted to coaches. Pullman turned out first- and second-class steel sleepers equipped with truss rods, and many of the second-class cars were sold off in the 1920s to circuses and carnival shows. Nos. 662-665 were lightweight cars while No. 758, also seized, was a slightly larger and heavier version.

In 1948 L&NE joined the ranks of eastern roads that were converting to diesels. Although the soft coal roads hung on to steam as long as they could, the anthracite roads looked to diesels as a panacea for their declining loadings. The radical change in motive power often brought a change in allegiance to a builder. L&NE, long a faithful customer of Baldwin, turned to the American Locomotive Company for new power. The first of the FA road units arrived in late April of 1948.

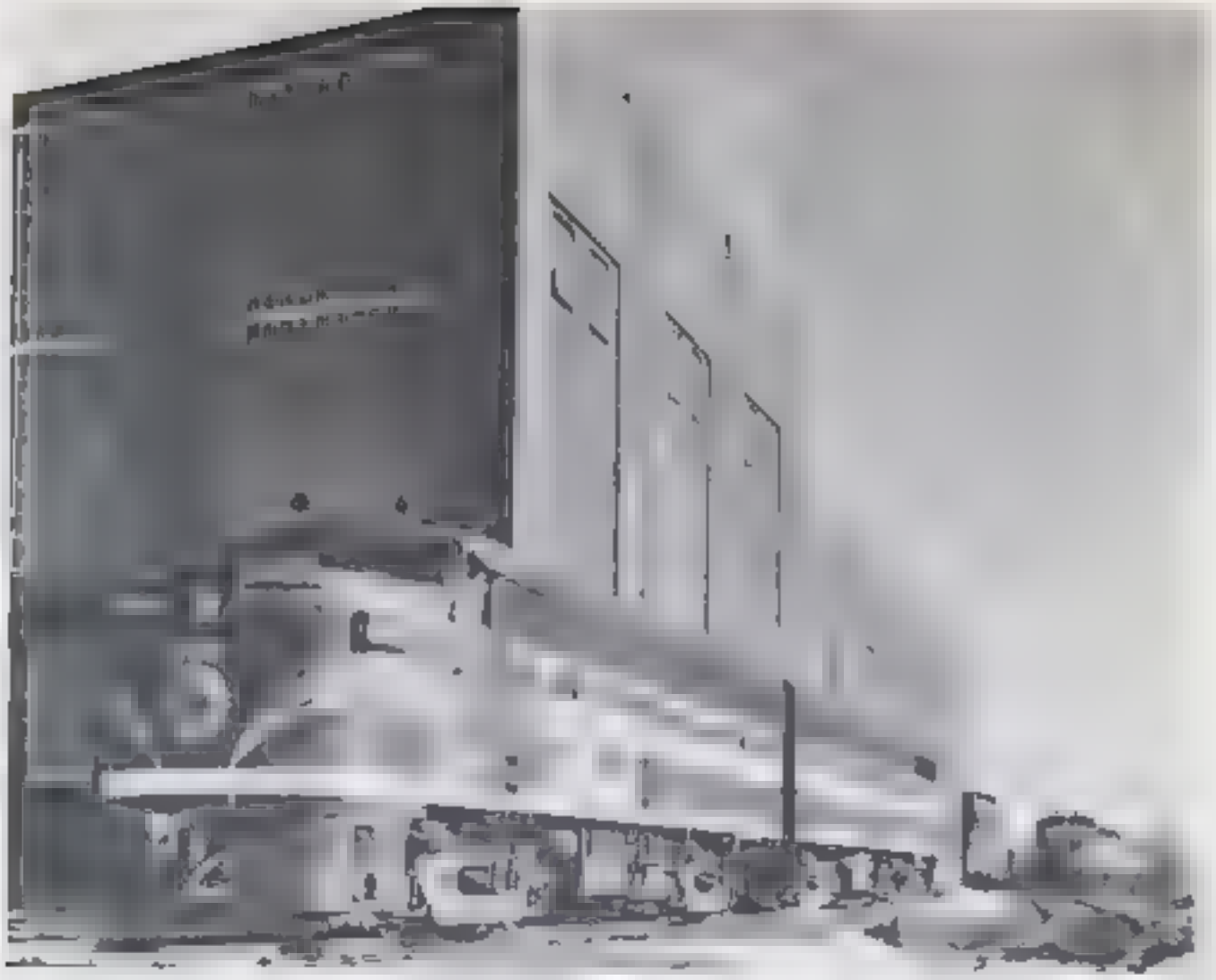
On May 20, 1948, while working one of the early road trips of the FA's to Maybrook, the crew paused with their new power at the Susquehanna interchange at Harrisburg Junction. Engineer A. C. Mutton posed with Trainmaster Carl Gross in the cab while Brakeman R. S. Lawler stood by on the ground. [illegible] Right:] Alco sent Howard Fogg, the noted artist and photographer, to Penn Argyl to record the new FA's in service for Alco promotional pieces. In this view at Penn Argyl, the new 702 appears overshadowed by 300-class C-liners on the adjacent track.

In May of 1949 railfans returned to Pen Argyl for a look at the new diesels [illegible] Two steam products of different eras stand side by side near the powerhouse. Lackawanna's 1641, a dual-service 4-8-4, has been hauling freight and passengers since she left Schenectady in 1934 while the 709 has been working Hauto-Maybrook freights for a brief seven months. [illegible] A row of new P-A's flank the Lackawanna suburban coaches used on the special. No. 651 was the only RS-2 on the property at the time as the others were still under construction and would not arrive until fall. Pen Argyl shops are seen in the distance and nearer the camera, a bank of recently installed storage tanks for diesel fuel contain the new energy for L&NE's motive power.

This general view of the engine terminal area includes the roundhouse. Parked to the roundhouse road is ex-PRR 2-8-2 No. 503, the only steam engine present at Pen Argyl. Additional steam locomotives were stored at Tadmor enginehouse at the time of this final excursion over the L&NE. The road was not particularly fond of fans and it was often difficult to get permission to take photographs. Supposedly, this policy dated from an incident in the 1930s when a priest showed up at Pen Argyl and asked permission to take locomotive pictures. The railroad gladly accommodated the good fa her. Only later was it learned that he was not a priest at all, but rather a private investigator for a plaintiff who was suing the railroad over a grade crossing accident and wanted photos of the locomotive involved.

[illegible] No. 651 poses for portraits near the turntable while obscuring the massive concrete coal dock in the background. L&NE purchased thirteen RS-2 road switchers, numbering them 651 to 663. They were used exclusively in Pennsylvania to work the coal breakers and cement mills, while Hauto-Maybrook mainline jobs were held down by the FA's.

[illegible] No. 611 was the first of six Alco S-2 switchers delivered by Alco. They rode on the distinctive Blunt trucks used by that builder. It would be interesting to know if the connecting Susquehanna's good experience with S-2's and RS-1's had a significant bearing on L&NE's decision to buy Alco power. This photo of 611, taken at Pen Argyl in the late 1950s, shows the cure which L&NE gave to its equipment.



The 703 and an unidentified H-unit stand in front of the towering shops at Port Angeles in March of 1966. The shops were built just prior to World War I, but the gusset brick construction makes the building look much more modern than it really was. The skylights so prominent in some of the earlier photos of the building, were removed in the 1950s.

The 703 gets a good ace washing in the early spring of 1961. The homemade ladder leading up to the windshield plus the additional grab irons over the windshield and on the center post were added in the 1950s.

Above & below: Also PA's 703 and 705 stand nose-to-nose at the fueling station just east of the shops. The facilities were the essence of simplicity consisting principally of a small pump house to bring fuel oil from the storage tanks further down the track a mile or so and over the tracks to the top of the tender. All in all it was quite a departure from the huge coal dock, water tanks, ash pit and turntable required to service steam power.

PEN ARGYL TO THE CEMENT REGION

The western part of the main line serves the anthracite field near Tamaqua. The first point of operating interest is eight miles west from Pen Argyl at Bender's Junction where the Bethlehem Branch heads south to the cement region. No. 404 climbs through Bender's with a 69-car manifest freight headed into Pen Argyl. A helper is shoving hard on the rear for the main line is continuously ascending eastward from the Lehigh River and the run will not stop over until Horn Springs is reached. The junction is just ahead and

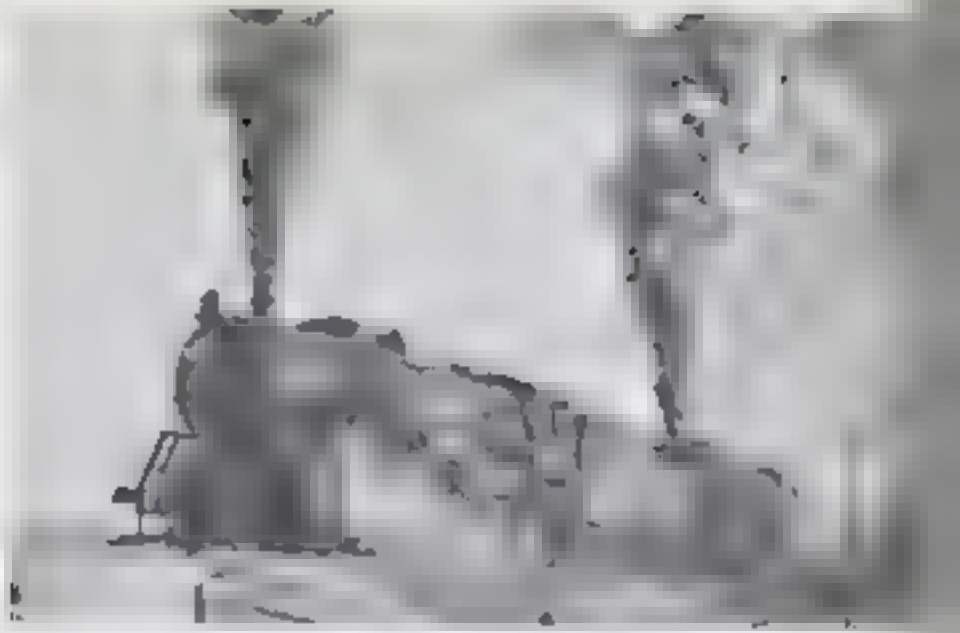
beyond the station are two sidetracks for picking up and dropping off cars for the Bethlehem Branch. The abandoned grade on the main line is still visible in this area as another grade climbs south of it. The other grade is the old Bender's Fork, an alternate line between Bender's and Pen Argyl that was completed in 1893 during the time the main line was leased to the Jersey Central. By 1904 the situation was resolved and the fork was abandoned except for a small leg on the east end needed to reach the Nazareth Branch.

The Bethlehem Branch w nd south out Bender's Junction reaching Ha h to seven miles This section c tinued Sum mit grade L&NE s worst headache The grade was downhill going toward Bethlehem but most trains going in that d rec tion were empties. Trains coming up the hill were mostly loads of cement and soft coal off the Jersey Central at Bethlehem. The grade started south of Bath at a point called C de c ntinued through Ha h to Chapman's Quarries where the gradient steepened to 2 74% for the last two miles to Summit

[ABOVE] When the grade got the best of a team of 300's and 400's, the only resort was to double the hill. In this view from March of 1946, the 356 and 481 have already taken the head twenty-five cars up to Summit siding and now are bring ng the remaining n neteen cars up be h ll. At Summit thes wo put he train back to gether again for the easy descent to Bender's Junction

[RIGHT] An overview of Summit in the late summer of 1946 looks geographically south but for railroad operations it was west. No. 403 holds the main with thirty-one cars returning to Pen Argyl from Martins Creek. In the background, a string of hoppers s pods on he Summit passing track, also known as the new siding. A shorter siding is on the other side of the main, unseen behind the train

On March 10, 1946, Nos. 307 and 401 teamed up to handle a mer- ... cars of ... that had come off the C N J at Bethlehem. Both locomotives are wide open as they approach the Farm House road crossing and the last curve before the summit is reached. Billows of black ... make it as a fan- ... tall plumes of steam issuing from the cylinder hoses re exhausts. It pays to be imaginative to hear the deafening roar. The dogs moved at not much more than walking speed making multiple shot photographs a logistic process.



The team of 307 and 401 blast out of Bath heading for summit. The low angle accentuates both the bulk of the locomotives and the bursting plumes of smoke. The locomotives are not working hard on the grade but of course Mungo Creek does not reach its greatest severity until the train is near the source of the creek at Chapman's.

The 401 struggles up Summit grade on January 25, 1942. Sixteen carloads of coal are the load to the ultimate as the train enters a rock cut above Chapman's Quarries. A short siding known on the railroad simply as Chapman's lies ahead. It was used many times to clear up pusher engines dropping back down the hill. A wild pur leading to the slate quarries was long gone before World War II.

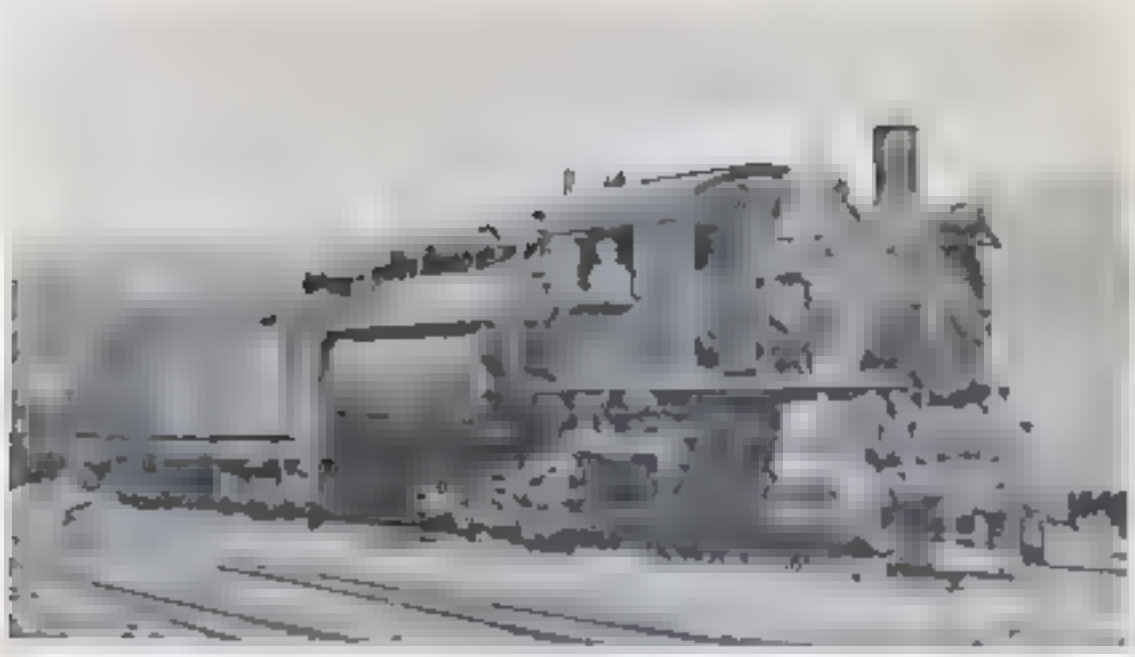
The Martins Creek Branch swung east from the Bethlehem Branch in Bath. The connecting point was Clement Junction where a wye was provided. The 403 leads a 31-car train from Martins Creek over the east leg of the wye, pulling it toward the Bethlehem Branch which joined the west leg of the wye. The date is September 14, 1946, a time when a 400-class engine was regular power on the Martins Creek turn.

The most modern yard on the L&NE was at Tatamy — so-named a half miles east of Bath on the Martins Creek branch. Tatamy was named after a town in the Hoss Land midway between Bethlehem and Nazareth, a Lehigh charter. The yard was built in 1928-29 to accommodate the growing cement business. This quartet of RS-2's is seen in front of the modern brick engine house in May of 1960 as the end was drawing near. After abandonment Jersey Central based operation of the new L&NE here and the entire Martins Creek Branch survived to become one of the portions of the L&NE still operated by Conrail.

Tadmor yard consisted of a six-track receiver yard on the end towards Martins Creek and a thirteen-track departure yard on the Bath end, separated in the center by a hump. In its heyday Tadmor employed 30 to 40 hump riders who rode the cars off the hump, controlling the speed with handbrakes. A short stretch of double iron extended the length of the yard, one of the few pieces of double track on the L&NE. The track to the immediate right is the "Thoroughfare," a long siding known by that name even in the timetable because its tracks ran the full length of both yards. The 662 duckers the sky as it works a cut in the departure yard in October 1960.

[RIGHT] Covered hopper 12763 has reached its destination at a trade-area plant. The economy of bulk handling was not to be outdone until large, pneumatically-unloaded highway trailers appeared in the late 1950s. This car is an ACF standard design built in 1952. By abandonment in 1961 L&NE fielded 884 covered hoppers, all but fifty of which passed to the Jersey Central for continued operation on the new L&NE Railway.

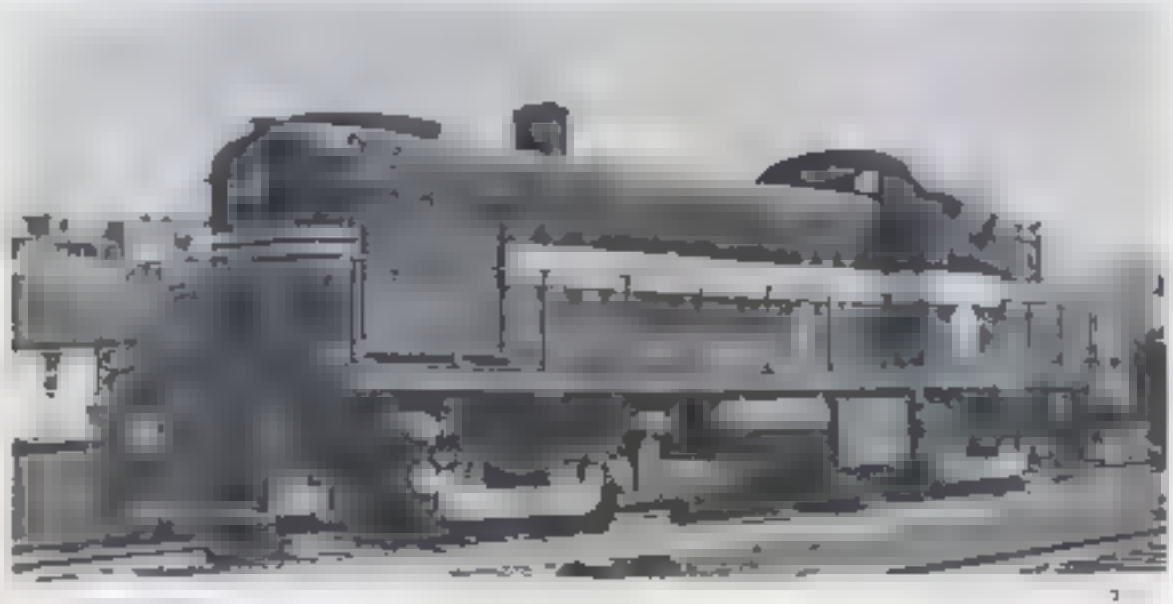
[ABOVE] The Bangor & Portland Division of the DL&W paralleled the L&NE from Nazareth to Bath and crossed over it a number of points to reach cement plants. Just east of Chester Hill stood Northampton Junction (or Nazareth Junction), where the 9-mile branch to Bushkill Junction diverged. The branch was constructed by the L&NE in 1903 and completed just prior to the chartering of the Northampton Railroad, the corporate entity that would build the line from Bath to Martins Creek. When this photo was taken in 1935, the Nazareth Branch was still in service but the decline in slate loadings that had been the branch's principal source of traffic caused the abandonment of the branch in 1939. No. 113 switches cars near the Chester Hill crossing at Nazareth.



East of Nazareth the L&NE crossed the Lehigh Valley's Easton & Northern Branch at Nuncheytown reached the Delaware River at Sandts Eddy and followed upriver to Martins Creek. Forested hills dotted the landscape all the way to Martins Creek where connections were made with both the CNJ&W and the PRR. In the fall of 1954 the 101 was still working the yard at Martins Creek. This was L&NE's first 0-6-0 wheel switcher delivered in January of 1913 and the sole occupant of the class. L&NE's first diesel an ex-Army 70-ton switcher was also assigned here a few short years thereafter making the first of the breed to succumb to the blast of another steamer. By 1954 Alco S-2's had long since been assigned to Martins Creek yard duty as seen here with the 0-6-0 in the fall of that year.

Upon returning to the Bethlehem Branch at Hatch the next point of interest is Crane Junction. This point was little more than a mile south of Bath and marked the beginning of the Catasauqua Branch. This branch line was a late addition to the L&NI opened for service in the spring of 1914. The line serves the iron works of Catasauqua and the Reading and Lehigh Valley interchanges across the Lehigh River in West Catasauqua. No. 152 rumbles toward Bethlehem at the Chase road crossing. Crane Junction lies just ahead.

To gain entry into Catasauqua, the L&NE first concluded a trackage rights agreement and subsequently purchased the Crane Railroad. This was an industrial line serving operations of the Crane Iron Works in Catasauqua. The Crane's plant trackage had expanded through the village and across the river to West Catasauqua. Much of this was incorporated by the L&NE in constructing its Catasauqua Branch. "Catty," as the branch was called, was worked by 0-6-0's because of tight curves in the city streets. To replace two small 0-6-0's included with the purchase of the road No. 206 was bought new in 1931. In May of 1936 at the depths of the Depression, L&NE found it necessary to go back to Baldwin for another engine for this service. This was the 207, the last new steam locomotive the L&NE would own. In May of 1949, the 207 was sold to the Exporting & Importing Company of Dallas, but eventually the engine found her way to the Illinois Railway Museum where she still survives. Thus the L&NE's last steam locomotive became the very re[illegible] of the [illegible] locomotive works on the Lehigh Valley yard in West Catasauqua prior to World War II and [illegible] rests along the riverfront in 1946. Today, the Catasauqua Branch has been cut back to an industrial park at Schuylerville and is operated by Conrail



The 651 is seen standing on CNJ tracks at Bethlehem in April of 1959. At a lower level behind the engine are three tracks of a small interchange yard at Bethlehem Junction known simply as the Flats. This yard was east of the Bethlehem engine terminal and the Allen-owned consolidated yard on the CNJ. Other trackage in the area included a 1.8-mile industrial spur that left the L&NE at Allen Junction, about a mile north of this point.

PEN ARGYL TO THE COAL FIELDS

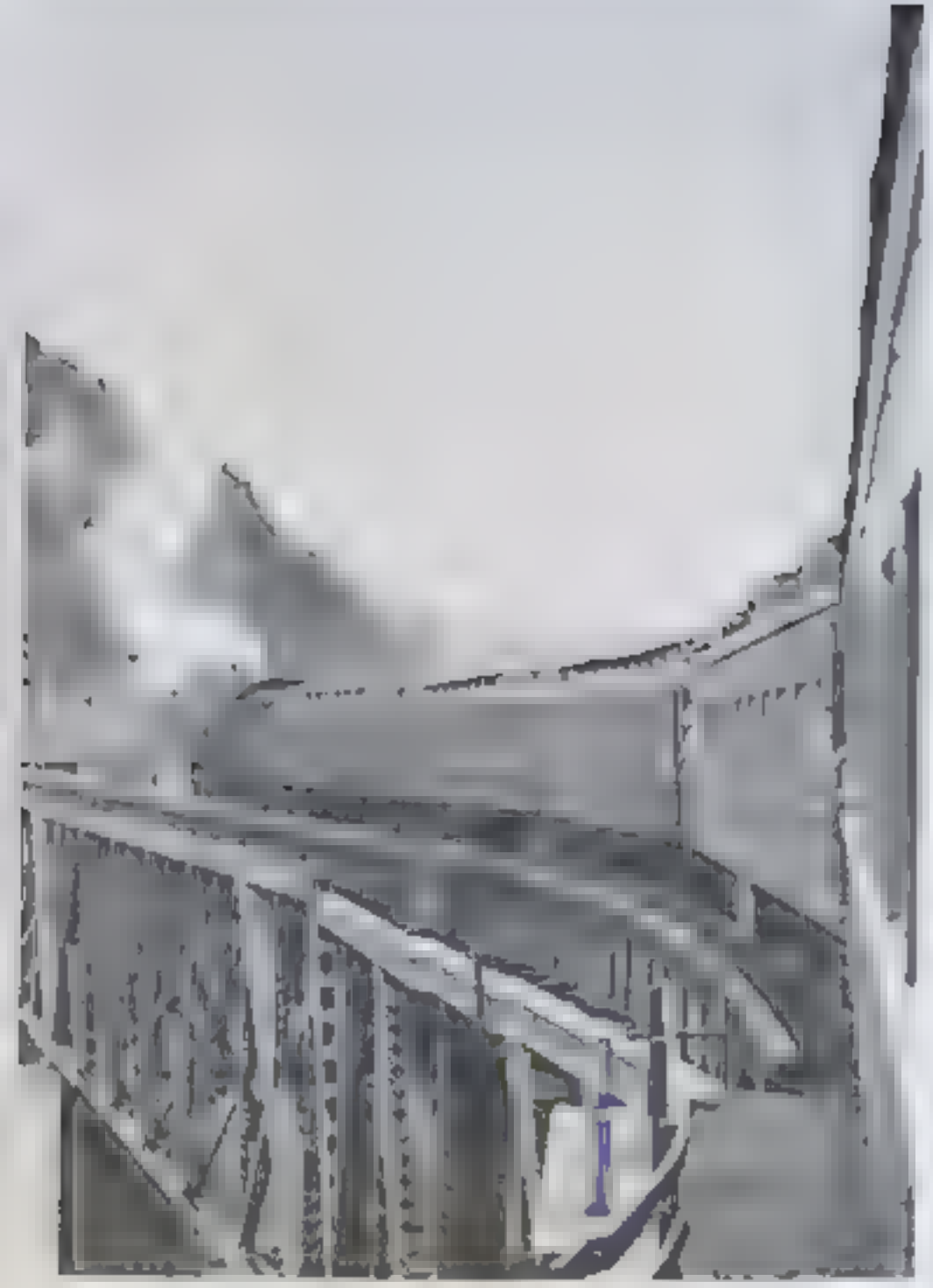
This pictorial study of the L&NE westbound to Pen Argyl for a review of the western end of the main line which served the anthracite fields near Tamaqua. No. 703 herewith starts such a journey as she pulls out of Pen Argyl on the summer of 1960.

The descending grade to the Lehigh River crossing at Lehigh Gap begins at Horn Springs about midway between Pen Argyl and Henders Junction. Eastbound trains loaded with coal for Manhattan Bridge with the aid of a helper on the rear. The grade was a [illegible] as severe as Nanty [illegible] grade on the Bethlehem Branch and heavier brakers were called in [illegible] when it was unavoidable [illegible]. The sweeping look of the 404 horses [illegible] of the summer foliage as the Delaware Lackawanna upgrade [illegible] Jutts [illegible] by 50 inches past the ruins of Saratoga prior. Not far ahead the train will pass the site of Saxtons burg Junction where a four mile branch to Saxtons River once thrived on ore and slate. Mechanical refrigeration and the decline in slate quarrying brought about abandonment of the branch in 1938.

[LEFT:] On the last day of March in 1946, the 404 slogged up the hill from Lehigh Gap one more time. Perhaps the next ahead and two more miles will bring the train to Nuttington Junction, another abandoned point. Construction of the Tamaqua extension in 1912 relegated the old main line to Nuttington to the status of a branch line. With little further purpose, the Nuttington Branch stagnated until it was abandoned in 1954.

If any one facet of the L&NE could be taken to represent the whole, it would no doubt be the Lehigh Gap bridge. The scene combined the wonders of Nature with the achievements of man. The gap itself, an abrupt break in Blue Mountain caused by the waters of the Lehigh River, provided a natural avenue of commerce. In the floor of the valley the highway, the Lehigh Canal and the Lehigh Valley and Jersey Central railroads squeezed through on the narrow river banks. But it was the L&NE that soared overhead double tracking the entire scene from any angle. The bridge was a triumph of the American Bridge Company. Opening of the Tamaqua extension awaited completion of the structure in June of 1912. The bridge is an excellent example of the engineering transition taking place at the time when traditional pin-connected truss construction was being superseded by rigid riveting. Traditional practice had been to hold large bridge members together with huge pins to give the structure flexibility. As it was learned that riveted joints had ample flexibility, the expensive and troublesome pinned joint design began to disappear. This bridge was conservatively designed to use riveted construction for the approach spans, but pinned connections were specified for the main spans.

[OPPOSITE, LEFT:] Crossing the Lehigh Gap bridge was a high point on the 1938 railfan excursion. [OPPOSITE, RIGHT:] The 304 works hard on the crest of a 69-car coal drag as it rumbles over the bridge on March 31, 1946.



No. 403 rolls over the Lehigh Gap bridge with 35 empty cars bound for loading at the breakers in the Pisgah River Valley area near Tamaqua. In the left foreground the 1.3 mile branch to Palmerton hugs the wall of the mountain. This branch was built in 1913 to serve the smelter of the New Jersey Zinc Company and connected with the zinc company's own railroad, the Lehigh Railway. The track along the river's edge is the Jersey Central main line. LANE's initials, cast in the concrete of the culvert gutter, imply a permanence that was not to be. Fourteen years after this 1947 photo, the LANE itself joined the pages of history and the bridge itself disappeared.

A few miles west of the gap, a short spur connected with the Lehigh Valley's Pottsville Branch at Lizard Creek Junction. From there it was a straight shot into Tamaqua. Coming into Tamaqua the tracks swung around the base of Mahoning Mountain to parallel the Little Schuylkill River and the Reading tracks that led into town. The Reading's facilities can be seen across the river while Tamaqua itself is barely visible in the cleft between the mountains. At Tamaqua, the LANE connected with the Reading. Leaving Tamaqua, the LANE followed up the Panther Creek valley to the breakers at Lansford and Summit Hill. A mile out of town the LANE constructed Arlington yard in 1925 to supplement older yards at Lansford and Nesquehoning. The 403 pulls along the main at the east end of Arlington yard with the morning engine drivers of empty hoppers.

[TOP] A rail of steel jinnies stands in the yard awaiting the trip to the top of the breaker. A lone wooden jinnie stands to the right of the saddle tank 0-6-0 LB&SC 0-6-0 engines were built in the early 1880s by Vulcan at Wolfes Gate. No 6 collieries used the sand flotation method to separate the coal from the and other mining debris. Degraded coal was dumped into a cone shaped hopper at the top of the breaker and the slurry of debris was adjusted so that the coal would float to the top of the hopper and be carried off over the sides while the heavier stone sank through the slots to the bottom the coal was then taken by conveyor belt from the hopper to waiting cars for removal to the dump. The coal was then washed free of sand and graded by dropping down through a series of perforated plates known as screens

A Building Mark tank truck and an 0-6-0 back stop at the ping or smoke stop mined coal was loaded into the jinnies from the holes seeing at the right.

A pair of saddletankers has a train of jimmies under control. Since the jimmies had no air brakes, a locomotive was kept on each end as a safety precaution against runaways. In addition to the Summit Hill mill operation, LC&N ran narrow gauge mining trains just above Arlington yard. Both lines crossed the L&NE at grade and required a positive stop for L&NE before crossing. Trains were assembled at Arlington and dispatched east on the L&NE or west through Haute Tunnel for deliveries to the CNJ. The old yard at Lansford was used for carloads gathered from Summit Hill Branch and additional gravel tracks were available on the west side of the tunnel.

In 1914, L&NE built a branch from Haute to Nesquehoning and granted rights to CNJ passenger trains in a 3 mile quo. From 9:40 to 9:45 an overnight train ran from Jersey City to Williamsport via the CNJ to Haute, L&NE trackage to Tamaqua and the Reading's line to Williamsport. Camelback 4-3-0's and 4-6-0's had their cabs cut down to handle trains through Haute Tunnel. The Nesquehoning Branch was pulled out of service in 1948 and torn up in 1950. The Summit Hill Branch was taken out in the summer of 1951 after No. 6 colliery was closed. The track from Haute through the tunnel to Arlington remained L&NE's main line until abandonment after which Jersey Central used a portion of it to reach the No. 14 Greenwood breaker near Arlington. In the early 1970s after nearly 175 years of mine ops, Lehigh Coal & Navigation withdrew from business and sold the remaining Greenwood breaker to Bethlehem Steel.

PEN ARGYL TO THE NEW ENGLAND GATEWAY

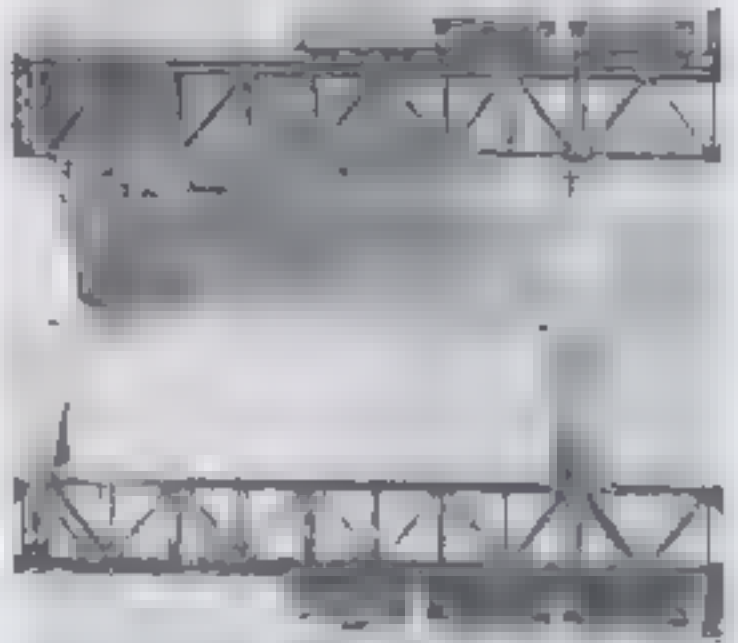
The main line east from Pen Argyl ran to the great interchange yard at Mayborn where the anthracite roads were turned over to the New Haven. It was a ten-mile run from Pen Argyl to the bridge over the Delaware River at Portland. The first waypoint on the line was Bangor Junction, less than two miles out. The Bangor Branch, torn up in 1955, was the last branch line abandonment before the railroad folded. The 50 heads east out of Pen Argyl with a 62-car local on July 6, 1946. Photographed near North Bangor, the ex-PRR Mikado has passed Bangor Junction and is close to starting the descent to the Delaware River.

The 405 heads upgrade with a west bound freight near Mount Bethel in March of 1946. Near this point an L&NE branch diverged at Quarry Junction to East Bangor. The branch served a number of slate quarries, but was another victim of the Depression and was torn out in 1936. The Bangor & Portland Division of the Lackawanna also crossed this same general area resulting in a maze of trackage unfamiliar to the few wheeling prosperity that once existed here.

An F-A combo slowly backs the wreck train to the site of a derailment a half mile west of the river bridge. Reportedly a broken rail caused this derailment in the early spring of 1961. It was the last major spill before abandonment.

ABOVE Steam crane No. 700 uses the main hook to pick up and align an overturned coal hopper prior to attempting to right the car. The 50-ton crane was built by the Industrial Works, later Industrial Brownhoist, of Bay City, Michigan early this century. circa 1910. The 700 teams up with diesel-electric crane No. 694 to fish an empty gon out of the waters of Jacobs Creek. Although the steam crane was more picturesque in action, it couldn't hold a candle to the more modern dieselelectrics for safety and ease of handling.

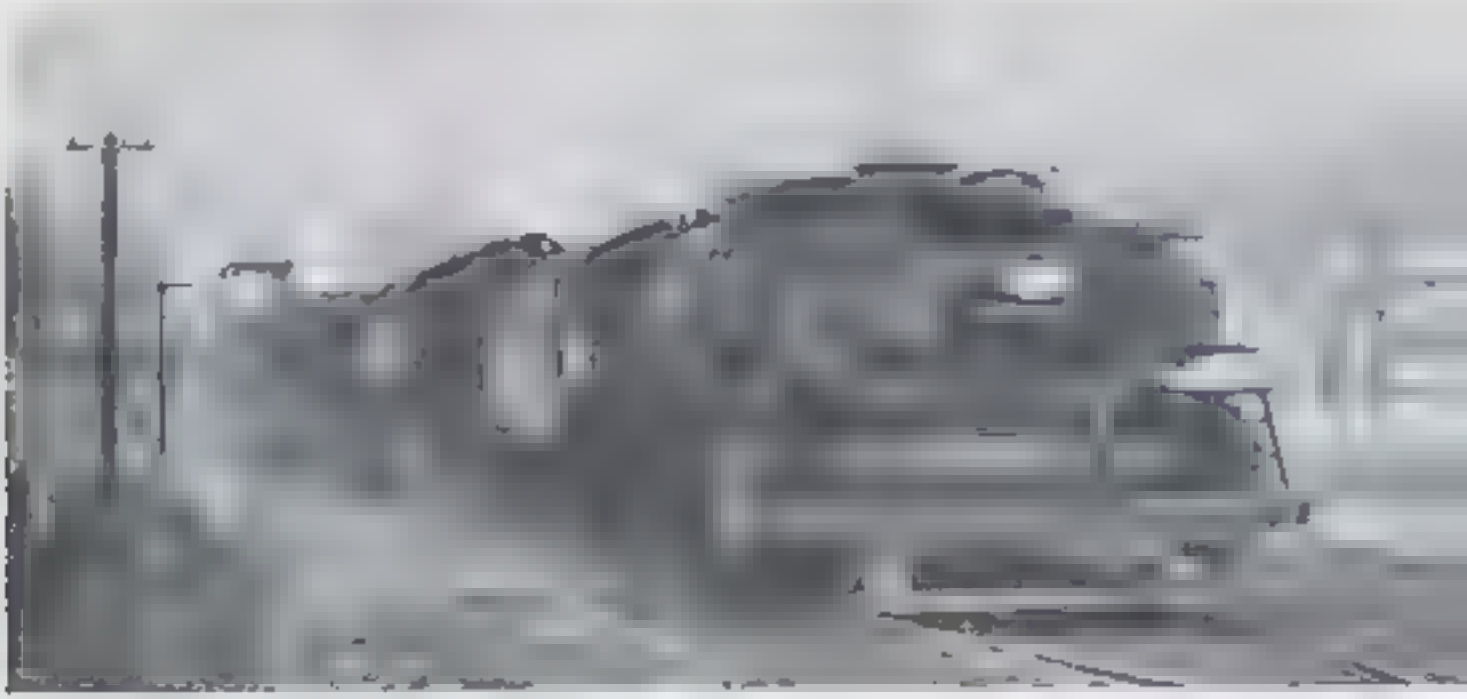
The descent from North Bangor to the river was known as the Johnsonville grade. Not quite as severe as the Summit grade, it was steep enough that the E-8's came down with dynamic brakes kicked in and 30% of the retainers turned up. In steam days, it required retainers on half the train to check the speed to the required 25 mph maximum. Piers for the bridge were set between 1882 and 1885, but the bridge was not completed until the summer of 1889. In 1908, L&NJ substantially rebuilt the spidery structure to the configuration seen here. Despite the bridge's solid appearance, double-headers were not allowed, although 400-class Decapods did in fact operate over the bridge and as far east as Hainesburg Junction. At the east end of the bridge, the Columbia gravel pit siding often held helpers to assist westbound trains over the bridge and up Johnsonville grade. After abandonment, the bridge stood until 1966 before it was dismantled. The subsequent construction of Interstate 80 along the New Jersey bank permanently altered the face of the area. [illegible] enjoy the haze of summer shower clouds, a 300-class [illegible] consolidation heads [illegible] one cars was found in July of 1960 [illegible]. A quartet of E-8's rumbles above the tranquil waters with a train of [illegible] coal in the summer of 1960 [illegible]. The rear unit rumbles by at the prescribed 5 mph limit. The piers were scarred by the ugly waters of Hurricane Ione in 1955 when the river level was driven to a height of thirty feet above normal.



Eastbound from the Delaware River, A&S entered the northwest corner of New Jersey. The line made a gradual ascent to a crossing with the Susquehanna at Hackettstown Junction, 9 miles and a half from the river. West of the station the railroad crossed Route 94 where he 201, a work heading a three unit EA combination westbound passed the diner and Pen Argyl

Rolling over the [illegible] bridge the firm's 705 leases a trio only [illegible] delivered. he [illegible] not have road numbers [illegible] short afterwards [illegible] units when handling [illegible] reporting he train

In the [illegible] from the other side [illegible] coming out of [illegible] rare for the 300 [illegible] Susquehanna [illegible]



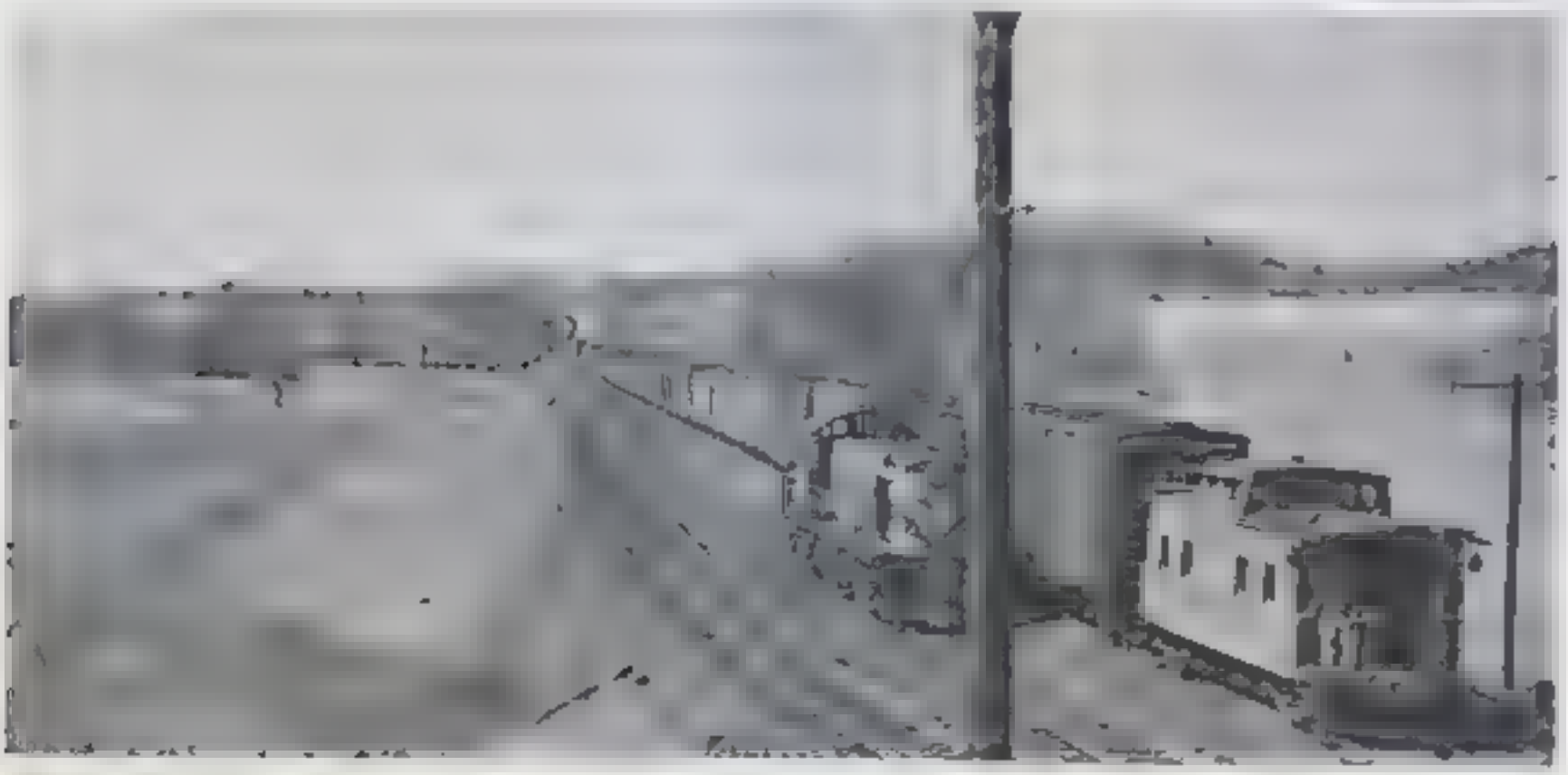
The 102 looking particularly massive from a low angle, rases down the main at Hainesburg Junction with a train from Manbrook. The 4 consolidation will pick up the cars standing on the tracks to the right for forwarding to Pen Argyl. Peeking out from behind the waiting cars is Susquehanna's first streamliner, the 1001. The date is June 23, 1940 and the newly-delivered ACF unit was on a fan-trip to Stroudsburg. LANE men had not had to contend with regularly scheduled passenger trains on the Susquehanna since 1937 when the mixed train to Stroudsburg was cut off [illegible]. A most twenty years to the day and with a series of the same spot, a four-unit FA combo is seen pulling into the yard from Pen Argyl.

The 306 is prepared to depart Hainesburg Junction with a Maybrook-bound train on May 2, 1948, a date that marked the first road trip of LANE's new FA units. After this day, the 300's would be running on borrowed time. The order board at right governs the LANE main. The order board at the left on the Susquehanna's abandoned main to Stroudsburg is still in place, though unused since only a short stretch of track down to Washington station was retained for local service and use as a switching lead. A Susquehanna RS-2 lies in the clear on the passing track at the extreme left.

In October of 1961 LANE was in its last month of operation. The 701 pulled a cut of cars off No. 2 yard track to take to Maybrook, having already set out a cut of cars for the Susquehanna on its old main line at the left. A weathered wooden sign at the right marks the official division point between the two roads.

[illegible] The 701 stands eye-to-eye with the camera as she approaches the Hunterdon Junction yard. The abundant rains of April have swelled the waters of Paulins Kill while the graceful arches of the Lackawanna viaduct grace this 1955 scene with the glory once known by the anthracite haulers.

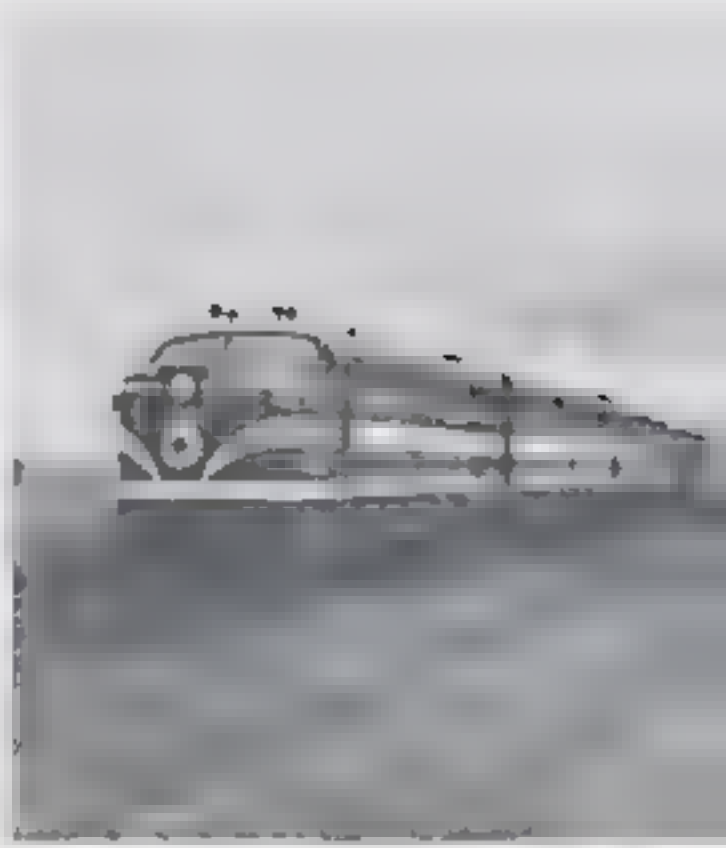
[illegible] The 701 pulled through the yard with its westbound run-knit en route to the Delaware River and Penn Argyl. Caboose 574 trailed along past a yard that was empty except for a lone RS-2 ready to assist an eastbound freight on the Susquehanna.



Anthracite rolls eastward over Susquehanna trackage at Hainesburg Junction, the pair of Alcos performing their intended function.

In the late 1920s, Dr. Edwin Sperry introduced a method for testing rails electromagnetically. A rail defect would disturb the continuity of an induced magnetic field and register on a recorder inside the test car as it moved over the line. Sperry's test cars were a veritable museum of cast-off gas-electrics. No. 123, formerly Lehigh Valley No. 14, sits tucked away on the old creamery track at Hainesburg station. In the background to the right, L&NE had a small Armstrong turntable directly behind the Susquehanna station, but it was a relic of earlier days and practically unused in later years.

Along with other small rural stations, Spinetown was closed as an agency station in 1938. The building was rented to a farmers equipment dealer who painted the structure somewhat. The rustic charm of this ex-railroad depot is overpowered by Paulins Kill Viaduct part of the Lackawanna Cut-off. The Cut-off's great embankment nearby contains an interesting but unfinished tunnel that was built for the L&NE. Title to the unused right-of-way granted by the Pennsylvania, Poughkeepsie & Boston was held by the L&NE when the Cut-off was built in 1911. Although L&NE operations were conducted by trackage rights over the Susquehanna, it was conceivable that the L&NE would wish someday to construct its own line. To protect this right the Lackawanna built a tunnel through the embankment, only to see it remain unused after seventy years.



In August of 1951, the FA's were laying down the characteristic Alco smoke as they rolled westbound past Boardtown airport.

A [illegible] the Susquehanna rolls by [illegible] Service [illegible] the old Harrisburg Railway [illegible] in the [illegible] and and the large two-story [illegible] station [illegible] its headquarters. Carload [illegible] Susquehanna in business [illegible] the mid[illegible] [illegible] there the line was cut back to [illegible] ation

[illegible] L&NE [illegible] crops fill along Paulins Kill [illegible] shore [illegible] [illegible] came struck on the night of [illegible] 1955 [illegible] [illegible] destruction on her water [illegible] channel [illegible] [illegible] not elsewhere go help [illegible] L&NE in [illegible] [illegible] Service. The efforts of both [illegible] succeeded in [illegible] [illegible] line on the 24th.

[illegible] S-1's 23[illegible] [illegible] [illegible] eastbound for Harrisburg [illegible] prepare [illegible] [illegible] [illegible]

This unusual view of Swartswood features was recorded from the roof of a Susquehanna caboose as it left the area on an eastbound trip. A pair of F-A's gets a westbound L&NE train on its way.

No. 304 marches 97 cars westward across the fertile sands near Batesville on April 12, 1941.

(OPPOSITE) The 385's billowing exhaust cloud is evidence that there's still a snap in the spring air. This 1941 action scene finds the Consolidation advancing west toward Swartswood and catches the bulky, well-sculpted lines of L&NE's heavy Alco power at their best.

After returning to its own rails at Swartswood the L&NE continued its march northeasterly across New Jersey. From the Delaware River basin, it was a continuous ascent which sometimes required pushers to work as far as Augusta where the line intersected the Lackawanna's Sussex branch at Branchville. An interchange track connecting the two roads was located behind the shelter. Here, a westbound k-4 locat is about to hit the diamond in 1961.

The sixteen miles from Augusta to the New York state line crossed flat farmland with extremely rich deposits of humus. This black mucky organic soil was poor support for the track. To stabilize its roadbed, L&NE installed ten foot ties instead of the standard eight-footers at every third location. There were also a number of limestone quarries in the mountains flanking the Wallkill River which were served by the Glenwood branch from a junction near the state line. The three-mile branch was abandoned in 1926 except for a mile of track to a quarry supplying metallurgical grade limestone to Bethlehem Steel. This remnant survived until 1945.

ABOVE: The 304 thunders across the fields of black dirt in April of 1941 with 125 cars tied to her tail. OPPOSITE TOP: The 301 performs similarly at Orange Farms, New York. Orange Farms was the county poorhouse, a blunt term that understates the social attitude of the era.

From Pine Island Jct., four miles across the state line, the LA&NE operated over the Erie's Pine Island Branch for the twelve-mile run into Goshen. There, LA&NE trains crossed the Erie's main line on a series of crossovers and continued northeast on Erie's Montgomery Branch for the five miles to Campbell Hall. LA&NE crews had to qualify on the Erie, carry an Erie timetable, and run on Erie orders. An Erie PA makes a station stop at Goshen. The order board to its left controlled traffic on the Montgomery Branch which curves left out of the picture. A sign on the end of the station notes that Goshen had a Hall of Fame that gained attention each September by its running of the Hambletonian race, the Kentucky Derby of the harness circuit. LA&NE and LA&N officials made an annual pilgrimage to the Hambletonian using LA&NE's business car No. 100 and some rented equipment from the Lehigh Valley. In steam days, ex-Pennsy Mikados were used as power, but PA's were used in the later days. A few years after the LA&N's demise, the Hambletonian left Goshen and moved to the Illinois State Fair.

The Montgomery Branch intersects the Erie's Graham line at MQ Tower. The Graham line was an east-west freight cut-off built between 1905 and 1908. The line was named for James M. Graham who engineered the cut-off project which effectively four tracked the New York Division and gave better access to Maybrook. Graham captured the attention of the Erie when, as B&O's chief engineer, he built its famous Magnolia Cut-off [illegible]. The engineer of the 704 has the throttle all the way out as a long eastbound approaches MQ Tower. The signal in the background is the home signal for the diamond. The track at left connects with the eastbound main of the Graham line [illegible]. The 703 slams across the Graham mains bound for Maybrook [illegible]. From a vantage point in front of MQ Tower, the 705 is seen coming west out of Maybrook with a 15-car peddler. Low posts to the right of the locomotive hold guides for steel cabling that operates the semaphore poking up over the cab. An archaic form of signaling when this picture was taken in 1941, the arrangement was later replaced with electrically interlocked signals.

...ast The 708 has passed Campbell Hall station and now drones slowly through the village as it moves in the direction of MQ Tower. The SA will move forward to greet a pair of Erie F-7's coming in off the Graham line to pick up a car at Maybrook. Train 20 on the Graham which made pick ups at Maybrook, but the volume of Maybrook-Bellevue freight business also required the Erie to originate many full consist trains at Maybrook.

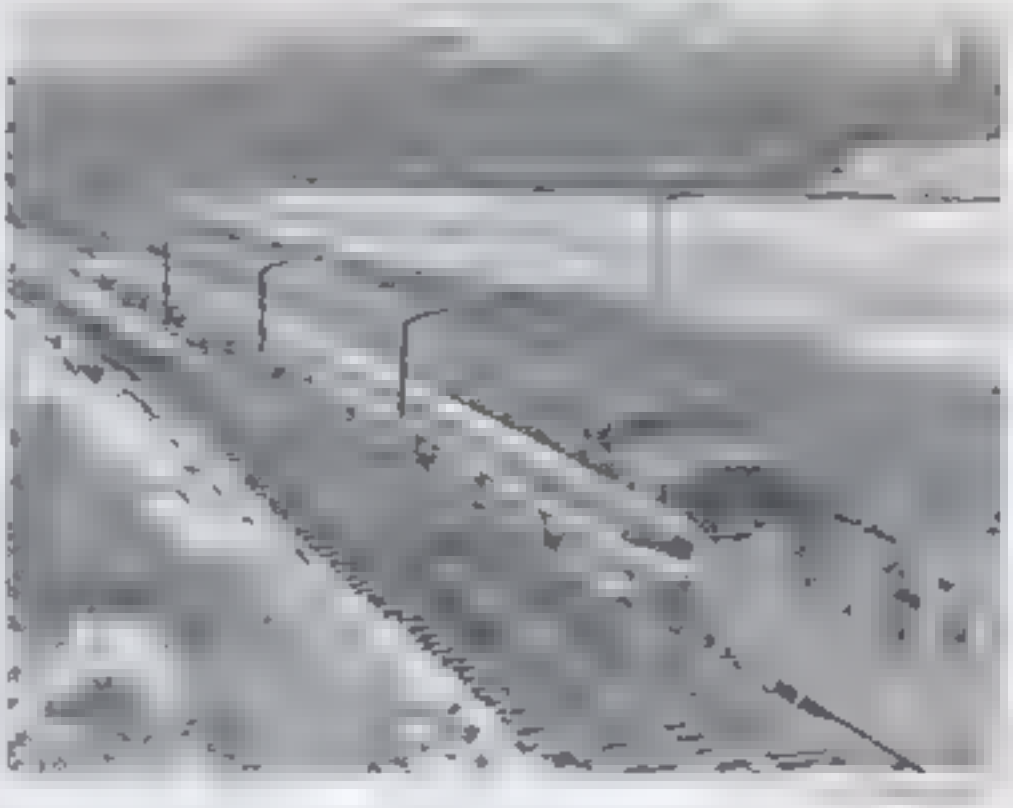
...In June of 1946 he ... shown in the lenses of the 302 coming east with twenty-nine cars for the New Haven. Between the Erie and the H&NE, motorists on Route 207 occasionally had quite a chore getting across the tracks

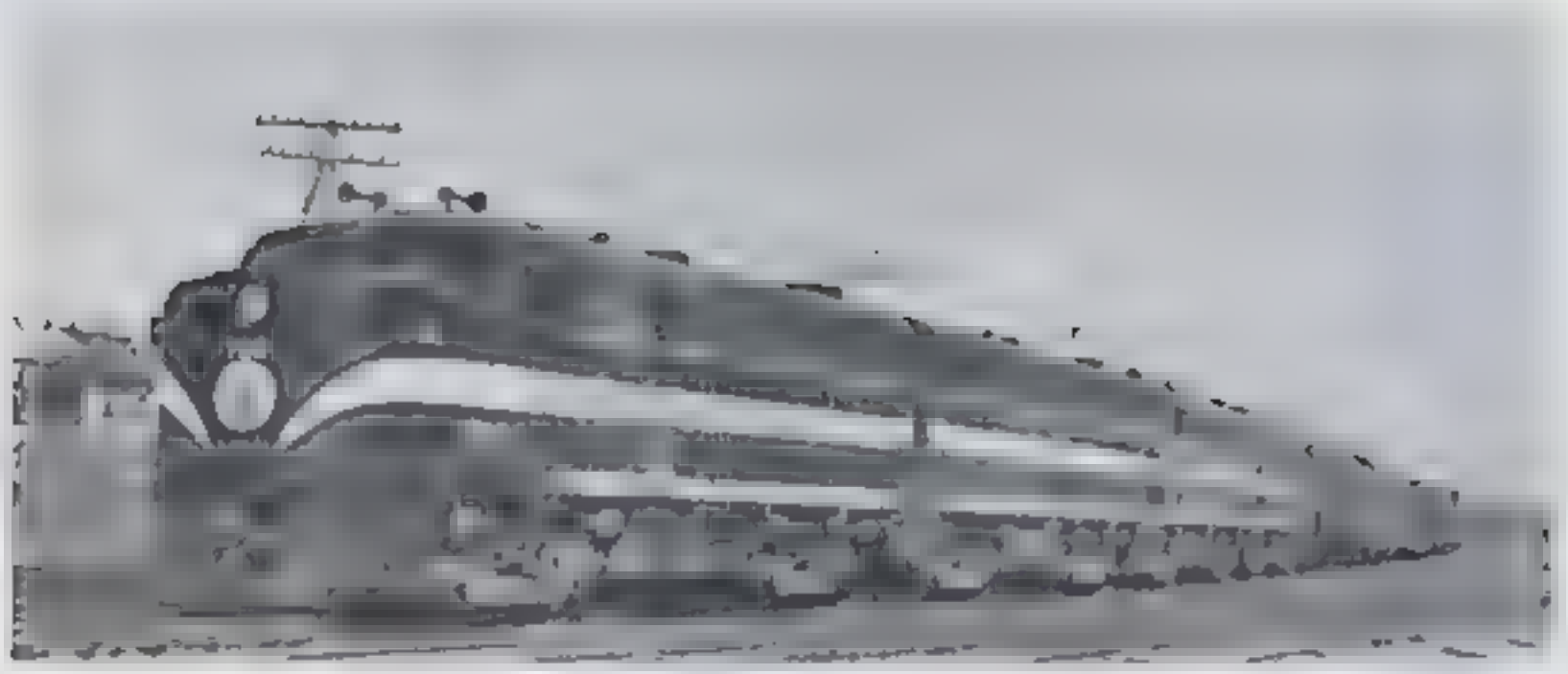
Campbell Hall was a busy place. Five railroads were involved, four of which operated trains through this point in 1950 when these pictures were taken. The O&W's line to Middletown cut east and west through the area. The New Haven's track ran from Maybrook south to Campbell Hall. L&NE and Erie trains operated on the Montgomery Branch which connected here with the New Haven then continued to Montgomery where it connected with the New York Central. The NYC owned the station at Campbell Hall because it held trackage rights over the Erie's branch. The O&W operator here certainly had his work cut out for him. The 202 pulls over the diamond, her head end crew having their flimsies in hand. As the rear end rolls by, the conductor grabs his copies from the front step while the flagman prepares to drop a sheaf of bills off from the rear step.

The station building at Campbell Hall was erected by the Central New England in 1869 when it finally succeeded in reaching this junction. When local service from Danbury to Campbell Hall was cut off in 1928 the New Haven had no further use for the station and sold it to the Ontario & Western. A section of the waiting room on the west end was partitioned off and rented to the L&NE for use by its trainmaster. ABOVE: The 709 looked commanding in its presence as it passed the railroad structure in February 1958. By the summer of 1960, the station stood gaunt and vandalized. The O&W had been abandoned since March 29, 1957 and its rails had been pulled up and stacked neatly waiting for a buyer.

(ABOVE) The three miles of double track from Campbell Hall to Maybrook was used by the Erie, L&NE, O&W and NYC to enter Maybrook yard. Owner New Haven seldom had occasion to use the line. Movement was by signal indication and the O&W operator at Campbell Hall worked with his New Haven counterpart at BK yard office in Maybrook to coordinate the moves. The fifty-nine cars of an eastbound L&NE train spread out behind the 302 on a bound curve near Maybrook.

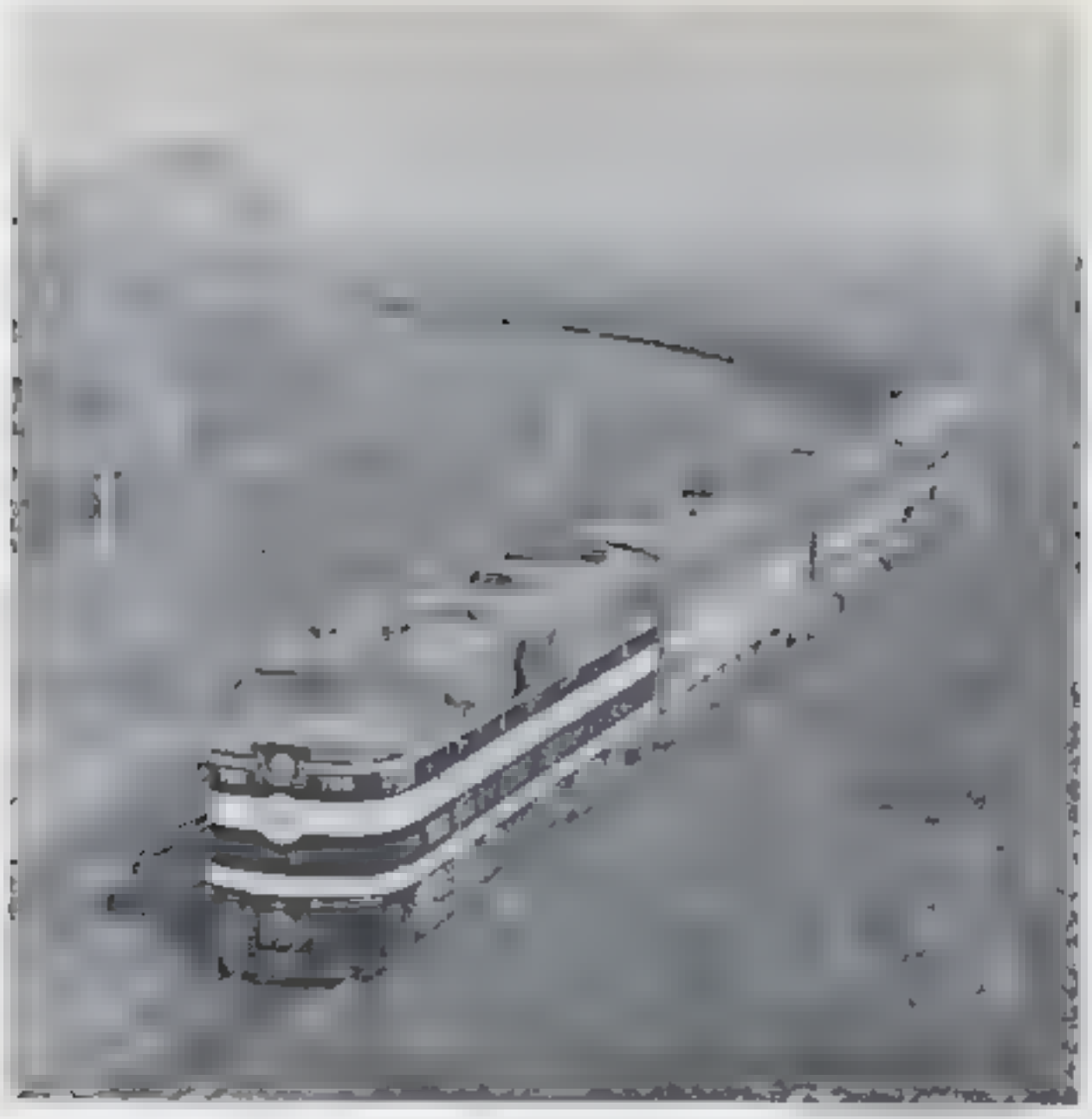
(RIGHT) From a perch atop the Route 208 highway bridge, the rumera looked down on an A-B-B-A set leaving Maybrook for Pen Argyl. That Lehigh Valley gon on the head end heads home with holes of scrap to feed the furnaces of Bethlehem Steel.





ABOVE: By February of 1960, just three years later, the symmetry of A-B-B-A lashups was gone and the F-A's were running elephant style in two different schemes, the original nose stripes having given way to a solid stripe. The "09 and companions are standing in the westbound departure yard awaiting clearance and an air test before departing for Pan Argyl. Even at this date, Maybrook yard still handled over 2000 cars a day.

INSET: This 1955 bird's-eye view of the roads' track at the engine terminal is dominated by sister F-A's of the New Haven in two different paint schemes. The orange-black-white striping of the McGinnis era has yet to appear. Peeking over the trees in the background is the railroad's YMCA. The Maybrook "Y" was typical of so many others: a place to grab a bite and some sack between runs, a place to host a few when off duty, a social center for the whole town, and a 24-hour-a-day hotel that furnished a home away from home for the crews of the roads that ran in and out of Maybrook.



[illegible] The 706 leads the traditional lashup out of Wyebrook on October 12, 1961. The size of the train trailing behind makes it hard to believe that it will all be over in a few weeks. And the brand-new "cigar band" paint job on the 706 only adds to the incredulity. Apparently the 706 was the only unit to get the new paint job before abandonment made new paint a moot point.

After LANE abandoned, its equipment was not consigned to the boneyard, but was reconditioned at Pen Argyl for new lives elsewhere. After the road's equipment was disposed of, a private concern leased the shops and used them for [illegible] to rebuild flat cars under contract to the Army.

[illegible]

[illegible] for the largest buyer of LANE equipment was Raymond International, a Texas-based [illegible] firm. It purchased eighty coal hoppers, thirty-five cabooses and an unknown number of box side cars.

[illegible] LANE Railway [illegible] the new C&O operation. Had little need for coal hoppers, so many of them were sold to the Lake Superior & Ishpeming, a Michigan steel road [illegible]. Six RS-2's stand outside the shops, also painted for delivery to Raymond International. Raymond was under contract to build a railroad in Liberia to reach an iron ore bed in the Nimba Mountains. The RS-2's were delivered to the New York harbor by the Susquehanna. Reportedly, however, one ship went down en route, taking two or three of the road switchers to the bottom.

THE AFTERMATH

The F-A units were made ready for a new owner, but they would be doing a familiar job. The new home was the Louisville & Nashville road and the job was to be hauling block diamonds. Perhaps it's fitting that L&N should have obtained the L&NE power, for both were roads that were run with pride. No. 707 was to be shopped in a coat of white primer.

The Salzberg interests, in the course of dismantling the L&NE trackage, rented L&NE and Susquehanna locomotives to finish the job. In his view at Sussex, N.J., No. 611 was handling the scrap train although it had been sold to Anthony Dalle & Sons, a Peru, Argyl contracting firm. Dalle later rented the locomotive to a cement plant at Marlies Creek and finally sold it to Ford Motor Company in 1967. The car behind 611 is the L&NE's business car No. 100, which was also leased to the scrappers. After this tour of duty, No. 100 became a restaurant near Philadelphia.

ABOVE Elsie poses for the camera as the scrap train passes in the background. The Salzberg family scrapped a number of eastern railroad properties in addition to operating a group of shortlines. The distinctive GE 125-tonner heading up the scrap train came from the Wellsville, Addison & Galeton, a Salzberg shortline west of Elmira that was itself a remnant of the Buffalo & Susquehanna

The scrap train is found working just east of the DL&W crossing at Augusta. The scrappers began at Pine Island and worked west. By summer's end, they were tearing up the main line well into Pennsylvania and by late fall, the job was complete. Today, the right-of-way is largely undisturbed, thanks to its rural location.

More than fourteen years elapsed between the end of the L&NE as an operating company and the formation of Conrail. During most of that time, Jersey Central operated the viable portions that remained, ending with twenty-eight miles in service out of Bethlehem and six miles around Tamaqua. On January 24, 1975, the surviving line shut down when it was unable to get government money because it was not in bankruptcy. The ICC ordered the Lehigh Valley to operate the Bethlehem segment and the Reading to operate the remnant at Tamaqua. Conrail got both pieces of Jersey Central.

ABOVE: Five or six RS-3's were kept on hand to run the lines Jersey Central conducted Bethlehem operations out of the engine track near its old Bethlehem depot rather than from its Allentown yard. Here, two CNJ RS-3's bring an afternoon train from Tadmor into Bethlehem in 1973.

RIGHT: The last vestige of the L&NE paint styling was worn by GE switcher No. 125 while working for LC&N. It is seen here at No. 14 Greenwood breaker in late 1974.

BELOW: In March of 1976, the Lehigh Valley was working the L&NE job. One of its Geeps rolls east-bound through Nazareth with some cement hoppers and a tanker in tow.

NE

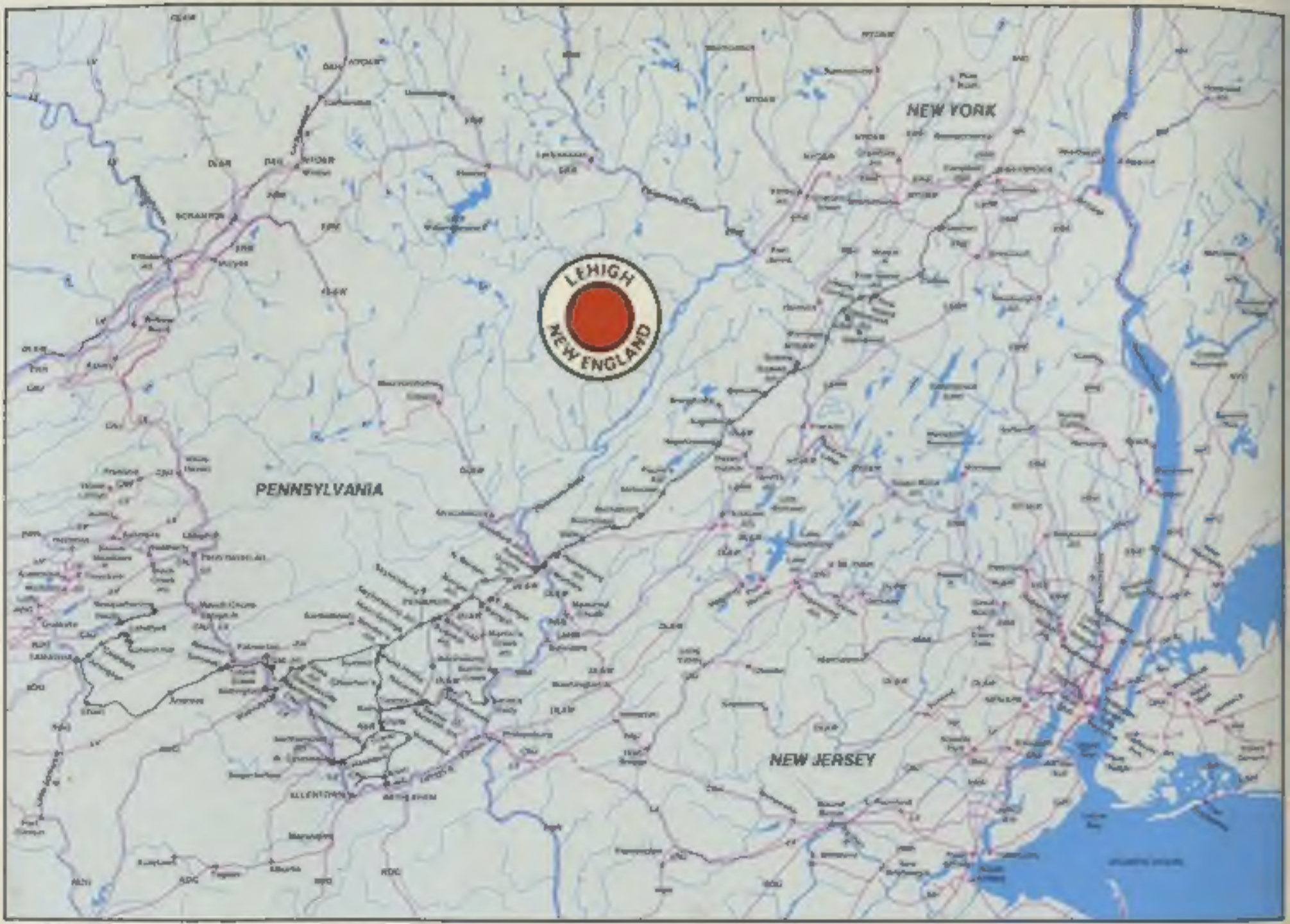
M. Fagg collection

The 710 and two sister units return a train of empty hoppers to the coal fields. This 1948 publicity shot was taken at the west end of the Lehigh Gap bridge in an era when railroading was in the mainstream of public consciousness. Within the industry, the Lehigh & New England enjoyed a reputation for innovation, efficiency, and top notch operation, factors which make its passing a loss that is regrettable.

PEN ARGYL YARD

THE COAL REGION

THE CEMENT REGION



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